TFR 27 Demarches on shootdowns and U.S. military personnel in Soviet prisons

[TFR 27-1]

[handwritten report]

Senior Pilot v/ch 40585

Guards Lieutenant Tezyaev

Ivan Ivanovich

8 Apr 50

Top Secret

To the Commander v/ch 19011

Report

As I was the wingman of the first pair of the duty Flight, I received the command to take off.

The flight took off at 1724 hrs. We climbed to altitude 4,000 meters and headed north.

Contact with the violator was at [1736?] hrs at the coastline. It was a four-engine aircraft with American markings at an altitude of 3,700 meters. On the leader's command, I took a position directly on the violator's tail.

The leader was on the right of the violator and fired a warning burst. After the violator returned fire, on the [order] of the leader, I fired a 15 shell burst at the violator. He sharply descended with course 270 degrees and disappeared into the clouds, which were at an altitude of 500 meters over the sea, reaching as far as the coastline. Supposedly the violator crashed into the sea 5-10 kilometers from the coastline of the western point of [Tsenkon'?].

Senior Pilot Guards Lieutenant [signature]

[TFR 27-2]

[Entire page handwritten]

Top Secret

To the Commander,

v/ch 19011 [1 word illeg.]

10

Flight Commander

v/ch 40585 Guards

Senior Lieutenant

Gerasimov

Anatolij Stepanovich

8 Apr 50

Report

Being in the duty flight in readiness condition 1 and having received the command to take off, we took off at 1724 hrs. Having received the command from the group leader, Guards Senior Lieutenant Dokin, we went with [1 word illeg.]. Along with my wingman, Lieutenant Sataev, we climbed to 4,200 meters and took a position to the left and 200 meters higher than the lead pair.

At 1739 hrs, at the coastline south of Lejpaya, we contacted a four-engine aircraft with American markings, which was at an altitude of 3,700 meters on course 135 degrees. We received the command from the group leader, Senior Lieutenant Dokin, to force the violator to land. Along with my wingman, Lieutenant Sataev, I went to the right of the violator at the same altitude as him and rocked my wings. I pulled ahead and started to make a left turn, that is, I gave the command to follow me. The violator did not respond to this, but on the contrary, he started a sharp turn towards the sea and took a course of 270 degrees. At that time, the group leader, Senior Lieutenant Dokin, gave [a warning burst?] to the violator. In response, the violator opened fire on the group leader, Senior Lieutenant Dokin, who went to the right and behind. Seeing this, Senior Lieutenant Dokin's wingman, Guards Lieutenant Tezyaev opened fire on the violator. The violator sharply descended and entered the clouds on a course of 270 degrees. Supposedly it crashed into the sea 5-10 kilometers from the coastline.

[signature]

[TFR 27-3]

[Entire page handwritten]

Top Secret

[1 word illeg.] 9

to the Commander

v/ch 19011

Pilot, v/ch 40585

Sataev, Evgraf

[Patronymic illeg.]

[cut off] Apr 50

Report

As I was in the duty flight in readiness condition 1, I received the command to take off. At 1724 hrs I took off. I received the command from the pair leader to climb to altitude 4,200 meters and to fly at this altitude with my leader to the left of the lead pair. At 1739 hrs, south of Lejpaya at the coastline, we made contact with a four-engine aircraft with American markings at an altitude of 3,700 meters. The violator was on course 135 degrees. I heard the command from the group leader to force it to land. Together with my leader, we went from the right of the aircraft and rocked our wings and went further ahead and did a turn to the left. He didn't respond to this and turned to the right and descended on course 270 degrees.

The group leader was behind. At that time the [1 word illeg.] burst at the group leader. The group leader's

wingman opened fire

[TFR 27-4]

at the violator. After this the violator sharply descended with a course of 270 degrees into the clouds. The violator supposedly crashed into the sea 5-10 kilometers from the coast.

signature [signature] (Sataev)

[TFR 27-5]

[Entire page handwritten]

Top Secret

To the Commander v/ch 19011

[1 word illeg.] 8

Flight Commander

v/ch 40585, Guards

Senior Lieutenant

Dokin, Boris

Pavlovich

8 Apr 50

Report

As I was in the duty flight in readiness condition 1, I received the order to take off. After the take off, I received the command to take altitude 4,000 meters and took course 360 degrees. I flew for 4 minutes on this course. At 1733 hrs, I received the command from the control point to take course 340 degrees. At 1737 hrs, I received the command to take course 360 degrees. At 1739 hrs, I made contact with a four-engine aircraft with American markings on a course of 135 degrees south of Lepaya, 8 kilometers from the settlement of Tsenkon'. Having seen the aircraft, I approached it from the right and from behind and told the second pair led by Senior Lieutenant Gerasimov, to force the violator to land. Gerasimov flew ahead and sharply rocking his wings, turned to the left. The violator took a course of 270 degrees toward the sea and did not follow Senior Lieutenant Gerasimov's pair. I then gave a 12 shot warning burst. The violator started to shoot at me. Seeing this, my wingman, Lieutenant Tezyaev, fired at the violator. The violator steeply descended and entered the clouds at an altitude of 500 meters. Supposedly the aircraft crashed 5-10 kilometers from the shore.

Flight Commander Senior Lieutenant Dokin

[TFR 27-6]

[Entire page handwritten]

[handwritten "31"]

To the Commander

223 GIAvP

Lieutenant-Colonel Comrade Kovalenko

[illeg.]

Bespashov

[illeg.] 1950

[STAMP]

Entry No. 0508

13 Apr 50

3 Guards Fighter Avia-

tion Regiment, VVS, USSR

I am reporting that during my duty on 13 Apr 50, two R-39 aircraft were launched to intercept a violator under the following circumstances;

At 0558 hrs I received via telephone from OD LVMB, who had in turn received it from Kaliningrad, that a violator was in grid 555178, even though this grid is far from our airfield. After my report, the AP Chief of Staff made a decision for a pair of R-39s to assume readiness condition 1, with motors off until the command. This was immediately transmitted to the commander of the duty AEh.

At 1625 hrs, since there were no more reports from the VNOS posts, the Commander of the duty AEh was given the order to move the pair of aircraft from readiness condition 1 to readiness condition 2.

At 1707 hrs, I received from the OD 211 FL VNOS the signal "Launch" to quadrant 523548-040-01-1706 and immediately reported it to the AP Chief of Staff. The Chief of Staff ordered the pair of aircraft from the duty AEh to go to readiness condition 1 with engines running, but [circular stamp "Central Naval Archives"]

to taxi on command. At 1712 hrs the AP Chief of Staff ordered the duty squadron commander to turn off the engines since there was fog on the airfield and take-off was impossible.

At 1720 hrs the AP Chief of Staff passed to OD AVMB that the planes could not take-off because there was fog on the airfield.

At 1722 hrs I also did the same to OD 211 FL VNOS.

At 1738 hrs the Regimental Commander arrived at the command post and since the fog had somewhat lifted from the airfield - he decided to launch a pair of planes.

At 1740 hrs two R-39 planes, Major Didenko in aircraft No. 46 and Major Blokha in aircraft No. 51, took-off.

At 1749 hrs Colonel Bychkov from Palanga telephoned for the Chief of Staff AP and relayed to him [the command] - to land our pair of planes. The Regimental Commander immediately radioed the command to both aircraft, Nos. 46 and 51, to return to the airfield and land.

At 1812 hrs aircraft Nos. 46 and 51 landed. According to the crew debrief nothing was detected during the flight.

Operations Duty Officer 223 GIAPb

Major [signature]

Enclosures:

1. Extract from the Warning

System Duty officer logbook

2. Tracing of the map-board

[handwritten on right side of page "Basis Fond 4144, Inventory 029251, Case 10, pg. 31"]

[TFR 27-7]

To Comrade S T A L I N
To Comrade N. A. B U L G A N I N

I am reporting that the search conducted by the 4th Navy for the American plane which sank on April 8 of this year to the west of Lepaya, did not give positive results.

During the period 22 Apr to 14 Jun of this year, the search employed 45 different vessels, of which 33 were trawlers. 160 divers were involved in the underwater portion of the search.

The area of the supposed sinking of the aircraft, a general area of 48.9 sq/mi (166.4 sq/km), was patrolled and investigated by dredgers and metal detectors. Divers made 757 descents and searched an area of 1,337,500 sq/km.

In the process of the divers' search, two German transports (displacing 4000-5000 tons) which were sunk during the Great Patriotic War, were discovered and investigated. Additionally, two aviation motors (manufactured in 1943 by the German firm "BMW" and which were lying on the bottom for no less than 5 years) were found and raised [by the divers].

In spite of the large effort and resources spent on the search for the American plane, no part of it was found.

Discovery of the aircraft by additional searches also appears unlikely.

In addition, the diversion of 33 trawlers for a prolonged period from the work of clearing mines from the Baltic Sea puts the 1950 Plan for Mine-sweeping in jeopardy.

Therefore, I consider it expedient to discontinue the search for the American plane in the area of Lepaya and to use the trawlers for mine-sweeping.

Request your approval.

sig. Y U M A S H E V

Official: [signature]

14 Jun 50

No. 1275242

CHIEF MAIN OPERATIONS DIRECTORATE MGSh
VICE-ADMIRAL

[signature] (FOKIN)

14 Jun 50

[circular seal "Central Naval Archives"]

[handwritten "Basis: Fond 14, Inventory 52., case 254 pg. 123"]

[TFR 27-8]

Copy 24

S e c r e t

Copy 2

The TsK KPSS made no notations on this matter.

24 Nov 75

17 Nov 75

Ts K K P S S

2877-A

On the declarations of several

propaganda organs of the USA on

the fate of the American Fliers.

The American propaganda organs have recently published a number of reports on the crew of the American plane shot down over our country in 1950. They claim that the crew members are supposedly imprisoned in the Soviet Union. They also refer to John NOBLE, an American citizen imprisoned in the USSR. It is confirmed that he heard about this from other prisoners.

Official documents are available that testify that on 8 Apr 50 an American B-29 violated the airspace of the USSR over the Baltic Sea and was driven off by Soviet Fighters. On approach to the State border and airspace of the USSR the crew observed radio silence. The subsequent fate of the plane is unknown.

As has been established, none of the crew members the Americans are looking for were prosecuted or held in prisons in the USSR.

The US embassy in Moscow appealed for an explanation concerning the fate of the crew members. They received the appropriate answers.

On 27 Oct 75 White House Press Secretary NISSEN announced that official organs of the US repeatedly conducted investigations on this matter. He said that in 1974 the State Department came to the conclusion that all possible means to search for the fliers had been exhausted and that there is no evidence that they are located in the USSR.

[TFR 27-9]

He said that, therefore, there is no basis to again return to this matter.

A check of the individual that the US propaganda organs are referring to shows that John NOBLE, born in 1923, was condemned to 15 years in a penal work camp by a special session of the Ministry for State Security of the USSR. This was in accordance with the directive of the Control Council in 1950 and was for having been a joint owner of a business that produced supplies for the German/Fascist forces. After the war he also maintained contact with people suspected of espionage against Soviet forces in Germany. NOBLE was expelled from our country by a decision of the Military Board of the Supreme Court of the USSR.

[Original signed] THE CHAIRMAN OF THE COMMITTEE FOR STATE SECURITY

ANDROPOV

[TFR 27-10]

[handwritten "13"]

Top Secret

To Comrade STALIN I.V.

I am reporting:

Based on a report from the commander of the 5th Navy, the following transpired: On the morning of 6 Nov an A-20-J (Boston) aircraft conducted a reconnaissance of a 12 nautical mile frontier area to the southwest of Cape Ostrovnoj. It was covered by 2 "LA-11" fighters from the 5th Navy.

At 1010 hrs Vladivostok time, our aircraft detected the American aircraft within the boundaries of our territorial waters, 7-8 miles (10-15 Km) from the shore.

Once they spotted the intruder, our two fighters (the leader was Lykshov, wingman was Shchukin) closed with and identified the American patrol aircraft. It was a "Neptune" type bomber.

The American plane opened fire on our fighters' approach.

The intruder was shot down by return fire from our fighters. At 1018 hrs it fell, burning, into the water and exploded 18 miles (32 Km) from the shore.

Our fighters returned to their airfield undamaged.

Three torpedo cutters sent to the area of the crash did not find any trace of the plane.

[TFR 27-11]

- 2 -

After the crash, according to the 5th Navy's signal intelligence assets, American and Japanese radio stations on Khokkajdo [Hokkaido] Island persistently called the plane on the radio. (The plane evidently did not manage to report in.)

As established by radio intercepts, the plane was 5 and belonged to the 6th Patrol-Bomber Aviation Squadron based at Atsugi Airfield (Khonsyu [Honshu] Island).

I think the actions of our fighter planes were proper, considering that the American plane violated our territorial waters and opened fire on our planes first.

ENCLOSURES: 1. Sketch of the flights of the 5th Navy aircraft

on 6 Nov 51.[handwritten "No"]

2. Basic tactical-technical data of an American "Neptune" aircraft.

[signature]

N. KUZNETSOV

6 Nov 51

[TFR 27-12]

Secret

I N F O R M A T I O N

Tactical-technical data on the "Neptune" type aircraft.

The basic patrol aircraft Lockheed P u 2-1 "Neptune"

Crew - 5-7 people

Maximum speed - 480 km/hr

Maximum range - 8000 km

Service ceiling - 7000 meters

Maximum overall weight - 26300 kg

Armaments: 20mm canon - 6

12.7mm machine guns - 4

127mm rockets - 16

Maximum bomb load - 3600 kg

Wright 2800hp engines - 2

6p

[handwritten on reverse "F. 3, Op. 66, D. 390, p. 10-15"]

[TFR 27-13]

[handwritten "10"]

Top Secret

Copy 1

To Comrade STALIN I.V.

As a supplement to my report on the American plane shot down on 6 Nov 51 near Cape Ostrovnoj, I am reporting:

Radio intercepts from our stations have established that the American "Neptune" aircraft 5 from the USAF 6th Patrol-Bomber Aviation Squadron took off from Atsugi Airfield at 0626 hrs on 6 Nov, Vladivostok time. It flew to the northern part of the Sea of Japan for reconnaissance.

Towards the end of the day, the American Air Force Command gave orders to aircraft of the 2nd Group of the 96th Operational Group (aircraft carriers) to conduct a search for "Neptune" 5 in the Sea of Japan between the 40th and 44th parallels.

At the same time, ships of the 77th and 95th Operational Groups located near the coast of Korea were informed that "Neptune" aircraft 5 was missing.

According to the Americans, the last time that aircraft 5 was noticed was at 0840 hrs on 6 Nov, 30 miles to the west of Okusira-Sima Island.

On the night of the sixth, two "Mariner" aircraft and one "Neptune" aircraft flew to the Sea of Japan to search for the American plane.

On 7 Nov five "Neptunes", five "Mariners", two "B-29s" and two helicopters were noted searching for the downed American plane.

The American planes conducting the search did not come closer than 100 miles (180 km) to our shores.

Based on this, I conclude that the downed American plane did not manage to report the incident with our fighters.

[signature]

N. KUZNETSOV

"7" Nov 51

141136 se.

[handwritten "passed, by 132"]

[TFR 27-14]

[handwritten "34"]

[handwritten "11"]

Workers of the world, unite!

TOP SECRET

The All-Union Communist Party (bolsheviks), CENTRAL COMMITTEE

P84/312

7 Nov 51

To: Comrades Malenkov, Beriya, Gromyko

Extract from protocol 84 of the session of the **Politburo TsK VKP(b)**

Decree from 7 Nov 51

312. -Violation of the Soviet border in the Far East by an American bomber.

The text of the demarche to the US government is confirmed (attached).

The demarche is to be passed to the temporary US charge d'affaires in Moscow.

SECRETARY TsK

4-ks

[handwritten "The demarche [illeg. word] 30 Nov 51]

[Printed along the side of the page, "Subject to return within 7 days to the Office of the Politburo TsK VKP (established 5 May 27, pr. 100, p. 5")"]

[TFR 27-15]

[handwritten "12"]

To para. 312 from protocol 84 of the Politburo

Demarche to the US government.

The Government of the Union of the Soviet Socialist Republics considers it necessary to announce the following to the Government of the United States of America:

According to confirmed information received by the Government of the USSR, at 1010 hrs Vladivostok

time, on 6 Nov 51, an American dual-engine "Neptune" type bomber violated the State border of the USSR near Cape Ostrovnoj.

Two Soviet fighters approached the American aircraft that had violated the border with the intent to force it to land at a Soviet Airfield. The American aircraft opened fire. The Soviet aircraft were forced to return fire and the American aircraft turned off towards the sea and disappeared.

Having brought this to the attention of the US Government, the Soviet Government is announcing a strong protest against this new, flagrant violation of the State border of the USSR by an American military aircraft. The Soviet Government insists that those responsible for this violation be made to answer for this act and hopes that the US Government will immediately take appropriate actions to insure that there are no violations of the State border of the USSR in the future.

5-ae

[TFR 27-16]

[This page has illegible handwriting and signatures.]

1289715

To the Military Minister of the USSR
Marshal of the Soviet Union

Comrade VASILEVSKIJ A.M.

20 Nov 51

The main VNOS post of HUNGARY reported to the Vice-commander of the 59th Aviation Army, Gen-Maj(Aviation) KOTEL'HIKOV, that a dual-engine plane crossed the border from Rumania near KIZHINY-KRISH at 1814 hrs on 19 Nov 51. The aircraft was then noted by VNOS posts as flying the following route: UJKID'ESH, SENTESH, CHONGRAD. The aircraft was picked up by radar of the 59th Aviation Army at KECHKEM'T.

Gen-Maj(Aviation) KOTEL'HIKOV decided to send up a MIG-15bis at 1922 hrs. It was piloted by Senior LT KALUGIN, a Flight Commander in the 5th Guards Fighter Aviation Regiment of the 195th Fighter Aviation Division.

Senior LT KALUGIN intercepted the intruding aircraft at 1930 hrs, near VESPREM.

The intruder was escorted to and landed at PAPA Airfield at 1955 hrs.

It was established after landing that the plane and its crew were American. The crew consisted of two officers, Captains, a flight engineer Sergeant and a radio operator Private. The crew commander was CPT Henderson, born 1919.

The following was found on the aircraft.: Eleven 10km maps of areas of West Germany, ITALY, AUSTRIA, YUGOSLAVIA, HUNGARY, CZECHOSLOVAKIA, and one 50km map of the Soviet Union up to the URALS.

[stamp: Entry 8213ss

21 Nov 51

-3 pages

Secret Section v/ch 78150]

[TFR 27-17]

In addition, six parachutes, two tool cases, and two packages of blankets were discovered.

All of the aircraft's navigation instruments are in working order.

There were 200 liters of fuel remaining in the tanks.

According to information from the VNOS OMA service the intruder violated the Rumanian border with YUGOSLAVIA near DZHEBEL at 1723 hrs. From there its route was to RESHINA, SIBIU, ABRUD, and then across the Hungarian border 30km southwest of BEKESH.

Questioning of the detained crew revealed that they are from the 85th Base Supply Group.

The crew received a mission from the Commander of the 12th Air Army at EHRDING Airfield, located 30 km to the northeast of Munich, to deliver a load to BELGRADE.

The established flight route was MUNICH, BOL'TSANO, VENETSIYA, YDIBE, LYUBLYANA, ZAGREB, BELGRADE.

During the mission, the crew lost orientation near ZAGREB. The crew allegedly could not regain orientation.

The crew confirms that while landing at PAPA Airfield the radio operator called the FRANKFURT Station with the following message: "We are being forced to land."

The aircraft is under guard and the crew is isolated.

CONCLUSIONS:

1. The correspondence in data reported on the intruder by the VNOS OMA and the VNOS of HUNGARY gives reason to believe that the American plane, having completed its mission in RUMANIA, was returning to its home base through HUNGARY.

[TFR 27-18]

2. Based on the crew's testimony the plane was to take a load to BELGRADE, but the plane did not make a stop in BELGRADE. During an inspection of the aircraft no cargo was found, except for two tool boxes and two packages of blankets. It follows that the crew's testimonies should be considered as lies.

3. The purpose of the American aircraft's flight over RUMANIA and HUNGARY must be investigated.

ENCLOSURES: A one page chart, only for the addressee.

[Original Signed]

GENERAL-LIEUTENANT

B A T I T S K I J

[stamp: Mostly illegible, probably confirming

authenticity of document.]

[illeg. signature]

[handwritten on reverse "F. 187, Op. 173015, D. 5, p. 23,24,25"]

[TFR 27-19]

Compartment "A"

[stamp: Com. Zorin

---------- Copy 1

SECRET

Entry 5344

25 Jun 52]

USSR

MINISTRY

OF STATE

SECURITY

TO THE DEPUTY MINISTER OF FOREIGN AFFAIRS

OF THE USSR

25 Jun 52

No. 5421\st

City - Moscow

[illeg. handwriting]

To Comrade ZORIN V.A.

[stamp: MID-USSR

USA SECTION

SECRET

Entry No. 863/USA

26 Jun 52]

We are reporting that the demarche of 18 Jun 52 from the American Embassy [in answer] to No. 689 says essentially the following: On 13 Jun 52 at 1735 hrs a US B-29 aircraft was shot down by an aircraft of the Air Force of the Soviet Army over our territorial waters south of Valentin Bay.

The location of the wreckage of the unidentified aircraft is listed in the American Embassy's demarche as $41^{0}39'$ N $133^{0}55'$ E. This is located 80 miles south of Valentin Bay (This is 105 miles east of Vladivostok).

No wreckage of the aircraft, pieces of equipment, or crew members were found by the coast guard or the shore patrol.

THE DEPUTY MINISTER OF STATE

SECURITY OF THE USSR

[signature]

N. STAKHANOV

[handwritten "6-12057"]

[TFR 27-20]

Compartment "A"

Copy No. 3

[illeg. handwriting]

25 Jun 52

No. 5421\st

TO THE DEPUTY MINISTER OF FOREIGN AFFAIRS

OF THE USSR

To Comrade ZORIN V.A.

We are reporting that the demarche of 18 Jun 52 from the American Embassy [in answer] to No. 869 says essentially the following: A US B-29 aircraft was shot down by an aircraft of the Air Force of the Soviet Army over our territorial waters south of Valentin Bay at 1735 hrs on 13 Jun 52.

The location of the wreckage of the unidentified aircraft is listed in the American Embassy's demarche as $41^{0}39'$ N $133^{0}55'$ E. This is located 80 miles south of Valentin Bay. (This is 105 miles east of Vladivostok).

No wreckage of the aircraft, pieces of equipment, or crew members were found by either the coast guard or the shore patrol.

[Original signed]

THE DEPUTY MINISTER OF STATE

SECURITY OF THE USSR

N. STAKHANOV

ATTEST: [signature "CPT 2nd Class Staran"]

4 Copies

1st to addressee

2nd to Sec MGB USSR

3-4 file, 2nd section

HQ GUPV

Checked by Bychkov

Typist Kovalenko

MB-3791 24 Jun 52

[stamp: 12 ss, 829]

[TFR 27-21]

[handwritten "74"]

TOP SECRET

Copy 1

[handwritten "7 Oct 52"]

To Comrade S T A L I N
We are reporting:

Two LA-11 fighters from the 368th Air Defense Fighter Aviation Regiment shot down an American B-29 on 7 Oct of this year, at 1530 hrs Khabarovsk time, in the southeastern part of the Malaya Kurilskaya [Lesser Kurile?]Island Chain. It violated our State border 12-15 Km south-west of YURIJ Island.

The B-29 aircraft was discovered at 1431 hrs in the immediate proximity of our State border by a radio-technical post. In connection with this, the pair of fighters that was on duty from YUZHNOKURIL'SK Airfield was scrambled. The fighters were piloted by Senior Lieutenant ZHERYAKOV and Senior Lieutenant LESNOV.

At 1529 hrs the B-29 aircraft violated the border and flew over the territorial waters of the USSR in the direction of YURIJ Island. Since the violator fired first, it was attacked by our fighters at 1530 hrs.

As a result of the attack the B-29 aircraft caught on fire, fell and

[TFR 27-22]

- 2 -

[handwritten "75"]

sank in our territorial waters three kilometers south-east of YURIJ Island.

A headless body wearing a deployed parachute was picked up by cutters of the 114th Frontier Guard Detachment in the area where the aircraft went down. A map of HOKKAIDO Island and Kuril'skij Islands, a ripped piece of an unidentified document with the signature of DZHEMS SMIT [JAMES SMITH] - Captain, Intelligence Officer, Armed Forces of the USA, four benzine tanks and a torn inflatable rubber boat were also picked up.

Documents with the name Senior Lieutenant BUMKKHIN Dzhon Robertson [JOHN ROBERTSON DUNHAM?], American Army, were found in the corpse's clothes.

From dawn until midday on 8 Oct, American F-86 fighters patrolled along our State border south-west of YURIJ Island in groups of four to eight. Individual aircraft violated the border three times at high speed and flew past the area where the aircraft went down.

Measures are being taken to heighten the combat readiness of all systems of the Sakhalino-Kuril'skij Border Region of Air Defense.

[signature]

VASILEVSKIJ

[signature]

SOKOLOVSKIJ

8 Oct 52

50136

[handwritten on reverse, "Presidential Archives RF, F. 3, Op. 66, D 391, p. 74-75"]

[TFR 27-23]

[handwritten "24"]

Distributed to members

of the Presidium TsK KPSS

Subject to return

to the Office of the

Presidium TsK KPSS

P2342

TOP SECRET

Ts K K P S S

An American "B-29" bomber violated the border of the USSR near Yurij Island and was shot down by our fighters on 7 Oct 52. In demarches from 12 Oct and 24 Nov 52 the Soviet Government announced a protest to the Americans regarding this violation. In replying demarches on 17 Oct and 16 Dec 52 the Americans refuted the border violation, attempted to dispute the Soviet Union's ownership of Yurij

Island, and demanded compensation for the aircraft and the deaths of the crew members.

The US Government sent a demarche which once again raises the question of this incident on 25 Sep of this year. The demarche verbosely expounds the American version of this incident. It expresses the unsubstantiated supposition that the crew members of the aircraft may have been picked up by a Soviet vessel and that they are in Soviet custody. The demarche, as concerns the essence of the incident and in comparison with previous American demarches, contains nothing new.

The Soviet Union's right to ownership of the Malaya Kuril'skaya Island chain (Khabomai)[Habomai], which includes Yurij Island, was once again disputed in the demarche. In connection with this, there was a string of demagogic declarations that it was as if the Soviet Union

[TFR 27-24]

was trying to bring the Japanese people to ruin, by halting Japan's normal commerce, by intimidating the government and the Japanese people, etc.

The text of the demarche was published by the State Department and at the request of the American representative to the UN was circulated to the members of the Security Council.

The MID USSR considers it advisable to send a demarche in reply to the US Government attaching an extract from the report on the circumstances of the violation of the State border by an American "B-29" aircraft in the Yurij Island area on 7 Oct 52.

As the position of the USSR on the Soviet Union's ownership of the Malaya Kuril'skaya Island chain was stated in a demarche from the Soviet Government on 24 Nov 52, the MID USSR considers it advisable, in the given demarche, not to be concerned with the essence of this question and to limit it to a reference to our two mentioned demarches.

As concerns the demagogic pronouncements of the US Government about the Soviet Union's relations with Japan, it would follow to give an appropriate answer to these pronouncements in the demarche.

Taking into account that this incident happened over two years ago and that at the present time it is not necessary to draw the public's attention to this incident, it is the opinion of the MID that it is not advisable to publish said demarche.

A draft of the resolution is attached.

Please consider.

[illeg. handwriting]

V. Molotov

29 Dec 54

1020/M

Certificate

The demarche from the US Government No. 270

from 25 Sep. Circulated to members of the Presidium

TsK KPSS 26 Sep 54 at 624/M

18-p

[handwritten on reverse, "Presidential Archives RF, F. 3, Op. 66, D 392, p. 16-19, 24-25"]

[TFR 27-25]

[handwritten "34"]

[handwritten "16']

Workers of the world, unite!

TOP SECRET

The Communist Party of the Soviet Union. CENTRAL COMMITTEE

To: Comrades Molotov (MID), Korobov

P102/2

31 Dec 54

Extract from protocol 102 of the session of the **Presidium of the TsK** on 31 Dec 54

On the reply to the demarche from the US Government
on 25 Sep 54.

to approve the draft of the demarche made by the MID in reply to the US Government's demarche of 25 Sep 54 (attached).

SECRETARY TsK

3 pages

[handwritten "Order of the CM USSR

from 31 Dec 54 No. 13827-ps"]

[Written along the side of the page "Subject to return within 7 days to the Office of the Presidium TsK KPSS']

[TFR 27-26]

Enclosure

Draft of Demarche to the US Government

With regard to demarche No. 270 from the Government of the United States of America on 25 Sep of this year, the Government of the Union of Soviet Socialist Republics considers it necessary to announce the following.

We have examined said demarche from the US Government concerning the violation of the State border of the USSR by an American "B-29" bomber in the area of Yurij Island on 7 Oct 52. The Soviet Government points out that this demarche, in comparison with what the US Government has previously announced on this matter, in essence, contains nothing new. The US Government's demarche reiterates versions of the incident that conflict with reality, makes unfounded suppositions concerning the fates of the crew members of said aircraft, and also raises questions that are not connected with this matter.

The Soviet Government, in its demarches of 12 Oct and 24 Nov 52, has already set forth, on the basis of factual information, the circumstances concerning the violation of the Soviet State border by the American military aircraft. A supplement to the information concerning this incident is contained in the extract attached to this demarche. It is an extract from the Report on the circumstances of the violation of the State Border by an American "B-29" aircraft in the area of Yurij Island on 7 Oct 52.

[TFR 27-27]

The circumstances of this incident, set forth in said demarche of the Soviet Government, and also in the above mentioned report, show that the American aircraft violated the State Border of the USSR on 7 Oct 52 in the area of Yurij Island and opened unprovoked fire on Soviet fighters which were protecting the State Border of the USSR.

The Soviet Government, in its demarche of 24 Nov 52, has already reported that it does not have any information on the fate of the American "B-29" aircraft or its crew.

As for the question touched on by the US Government's demarche on state ownership of the Yuzhno-Kuril'skij Islands, the position of the Soviet Union was set forth in its demarches to the US Government on 24 Nov 52 and 11 Dec 54.

As it is indeed established that the American military aircraft violated the border of the USSR and, with no basis whatsoever, opened fire on Soviet fighters, the responsibility for the incident that took place and its consequences falls completely on the American side. Under these conditions the Soviet Government is not able to take into consideration the pretention contained in the US Government's demarche of 25 Sep of this year. The US Government's suggestion of transferring this matter for examination by the International Court is considered as not having any basis whatsoever.

As concerns the US government's attempt to use the incident of 7 Oct 52 to present the position of the Soviet Union in relation to Japan and the Japanese people in a false light, the Soviet Government considers it necessary to

[TFR 27-28]

point out that the Soviet Union's relations with Japan and the Japanese people are well known.

The position of the Soviet Union is particularly well stated in the Joint Declaration of the Government of the USSR and the Government of the PDRK on relations with Japan on 12 Oct 52. In this declaration it is pointed out that although 9 years have passed since the end of the war, Japan has not gained independence and remains a partially occupied country. The territory of Japan is covered with a multitude of American military bases, Japan's industry and finances are dependant on American military orders, and her external commerce is under the control of the United States of America. All of this has caused the difficult economic situation that Japan continues to occupy.

In the said declaration the Soviet Union expressed sympathy for Japan and the Japanese people, as they are in a difficult situation owing to the San Francisco Treaty and other agreements that were thrust onto

them by the United States. The Soviet Union announced its readiness to take steps to normalize relations with Japan. In the declaration the Soviet Union noted that Japan would be given full support in its attempt to open political and economic relations and that any effort on Japan's part to secure the conditions for her peaceful and independent development would be echoed in kind by the Soviet Union.

18-gz

[TFR 27-29]

[Cut off archival stamp

Prot. Prez TsK No. 21, pg 9]

[handwritten "25"]

Top Secret Copy No. 1

TO THE PRESIDIUM OF THE TsK KPSS

to Comrade G.M. MALENKOV

to Comrade N.S. KHRUSHCHEV

According to the report from the Pacific Ocean Fleet Air Forces Command, on 27 Jul of this year at 0628 hrs Moscow time, 4 American fighters intruding on the boundaries of the PDRK, attacked and shot down a Russian IL-12 transport airplane that was flying from Port Arthur to Vladivostok. This occurred near the city of Khuadyan', 110 kilometers from the Sino-Korean border. The aircraft burned up and the 6 man crew and 15 passengers on board were killed.

An American B-50 type four-engine bomber violated the State border of the USSR on 29 Jul of this year at approximately 0700 hrs Vladivostok time. This occurred in the area of Cape Gamov and Askol'd Island not far from Vladivostok. During the approach by two Soviet fighters, the American aircraft opened fire on them and inflicted serious damage on one of them. The American bomber was shot down by return fire from the Soviet fighters and it crashed into the sea.

With regard to the aforementioned, the MID of the USSR and the Ministry of Defense of the USSR consider it expedient to send demarches to the Americans. A demarche concerning the violation of the Soviet border (enclosure 1) by an American aircraft is to be expediently delivered to the American Ambassador in Moscow on 30 Jul and is to be published in the press on 31 Jul. The demarche regarding the attack

[TFR 27-30]

[handwritten "26"]

2.

on the Soviet plane over Chinese territory (enclosure 2) by American fighters is to be expediently delivered to the American Ambassador on 31 Jul and is to be published on 1 Aug.

We also consider it expedient to inform the PDRK government that we have sent these latest demarches to the U.S. Government. We should recommend that they tie in other known violations of PDRK borders by American aircraft and protest to the Americans regarding the violation of PDRK State borders by American aircraft.

[signature] [signature]

(V. Molotov) (N. Bulganin)

30 Jul 53

[handwritten on reverse, "Presidential Archives RR, F. 3, op. 66, d. 391, pg. 22-26"]

[TFR 27-31]

The Communist Party of the Soviet Union. CENTRAL COMMITTEE

No P21/9

30 Jul 53

to Comrade Korobov

Extract from protocol No. 21 of the session of the **Presidium of the TsK** on 30 Jul 53.

Concerning the demarches to the U.S. Government regarding the violation of Soviet territory by an American aircraft and the attack on a Soviet aircraft by American fighters over Chinese territory.

1. This is to approve the drafts of the attached demarches to the U.S. Government on this matter. They were written by comrades Molotov V.M. and Bulganin N.A.

2. The demarche regarding the violation of the Soviet border by an American aircraft is to be delivered to the American Ambassador in Moscow on 30 Jul and is to be published in the press on 31 Jul 53.

3. The demarche regarding the attack on a Soviet aircraft by American fighters over Chinese territory is to be delivered to the American Ambassador in Moscow on 31 Jul and is to be published in the press on 1 Aug 53.

SECRETARY TsK

[Printed along the left side "Subject to return after 7 days to the Office of the Presidium of the TsK KPSS"]

[handwritten notations below]

Published:

supplement No. 1 31 Jul 53

supplement No. 2 1 Aug 53

Post. SM USSR

No. 2018-827ss on 30 Jul 53

2-ns.

[TFR 27-32]

Enclosure No. 1]

Draft of the demarche to

the U.S. Embassy in Moscow

The Government of the Union of Soviet Socialist Republics considers it necessary to declare the following to the Government of the United States of America.

According to confirmed information, on 29 Jul of this year at approximately 0700 hrs Vladivostok time, a four-engine "B-50" type bomber with U.S. markings violated the State border of the USSR. Starting near Cape Gamov, it continued its flight over the territory of the USSR near Askol'd Island, not far from Vladivostok. On the approach of two Soviet fighter planes, the American aircraft opened fire. The fighters' mission was to indicate to the American aircraft that it was within the border of the USSR and to order it to leave the airspace of the Soviet Union. The American aircraft inflicted serious damage on one of the Soviet aircraft by piercing the fuselage and left wing and also by destroying the hermetic seal of the cockpit. The Soviet aircraft were forced to return fire after which the American aircraft headed out in the direction of the sea.

The Soviet Government is declaring a strong protest to the U.S. Government against this flagrant violation of the Soviet border by an American military aircraft. It insists that the people responsible for this violation are held strictly accountable and it is expected that the U.S. Government take steps to henceforth forbid American aircraft to violate the State borders of the USSR.

9-ls

[TFR 27-33]

Enclosure No. 2

Draft of the demarche to

the U.S. Embassy in Moscow.

The Government of the Union of Soviet Socialist Republics considers it necessary to declare the following to the Government of the United States of America.

According to confirmed reports of competent Soviet agencies, on 27 Jul of this year, at 0628 hrs Moscow time, 4 American fighter aircraft violated the borders of the People's Republic of China. Near the city of Khuadyan', 110km from the Sino-Korean border, they attacked and shot down a Soviet passenger aircraft that was making a scheduled flight along an established flight route from Port Arthur to the USSR. Along with the aircraft, 15 passengers and 6 crew members on board perished.

The Soviet Government declares a strong protest against this piratical attack by American warplanes on a Soviet passenger aircraft over the territory of the People's Republic of China. It is expected that the U.S. Government take steps to severely punish those responsible for this attack and to not permit, henceforth, similar criminal acts by the American military command.

The Soviet Government reserves the right to demand compensatory payment in connection with the deaths of the aforementioned 21 Soviet citizens and the loss of the aircraft.

9-ll

[TFR 27-34]

[handwritten "30 July"]

No. 23/osa

The Government of the Union of Soviet Socialist Republics considers it necessary to declare the

following to the Government of the United States of America.

According to confirmed information, a four engine "B-50" type bomber with U.S. markings violated the State border of the USSR on 29 July of this year at approximately 0700 hrs, Vladivostok time. Starting near Cape Gamov, it continued its flight over the territory of the USSR near Askol'd Island, near Vladivostok. On the approach of two Soviet fighter planes, the American aircraft opened fire. The fighters' mission was to indicate to the American aircraft that it was within the border of the USSR and to order it to leave the airspace of the Soviet Union. The American aircraft inflicted serious damage on one of the Soviet aircraft by piercing the fuselage and left wing and also by destroying the cockpit's hermetic seal. The Soviet aircraft were forced to return fire after which the American aircraft headed in the direction of the sea.

TO THE EMBASSY OF THE UNITED STATES

OF AMERICA

Moscow

[TFR 27-35]

Translated from English.

Delivered by U.S. Ambassador

Bolen to Comrade Gromyko A. A.

during a discussion on 31 Jul 53

MEMORANDUM

My government has instructed me to convey the strongest possible protest against the fact that on 29 Jul a Soviet aircraft shot down a USAF RB-50 aircraft which was on a routine navigational training flight over the Sea of Japan.

The co-pilot of the American aircraft, who was rescued by a U.S. ship approximately 40 kilometers from the Soviet coast, south of Cape Povorotnyj, verified that his aircraft, with a crew of 17, was attacked by one or more Soviet MIG-15 aircraft. They shot at its engines causing a fire which led to the American aircraft's crash.

Information was also received that other crew members who survived were picked up by Soviet ships in the crash area. My government has instructed me to ask that the Soviet authorities immediately report the condition of these people as well as the steps they are taking for their timely repatriation.

AMERICAN EMBASSY

Moscow, 31 Jul 53

Translated:[signature](Alekseeva)

[TFR 27-36]

[This is an exact duplicate of TFR 27-35.]

[TFR 27-37]

Workers of the world, unite!

TOP SECRET

The Communist Party of the Soviet Union. CENTRAL COMMITTEE

No P24/1

4 Aug 53

to Comrades Molotov, Korobov

Extract from protocol No. 24 of the session of the **Presidium of the TsK** of 4 Aug 53.

Draft of demarche of the Soviet Government to the U.S. Government in answer to the U.S. Embassy Memo of 31 Jul 53.

The enclosed demarche draft by the Ministry of Foreign Affairs on the matter at hand is submitted for approval.

SECRETARY TsK

[Printed along the left side "Subject to return after 7 days to the Office of the Presidium of the TsK KPSS"]

Published

5 Aug 53

Z-p

[The remainder of the page is handwritten.]

Disposition SM

USSR No. 102/31-rs 4 Aug 53

[TFR 27-38]

To para. 1 protocol No. 23.

Draft

Demarche of the Soviet Government

to the U.S. Government

In regards to the memo of the U.S. Embassy of 31 Jul of this year, the Government of the Union of Soviet Socialist Republics considers it necessary to declare to the U.S. Government the following.

Confirmed reports, cited in the Soviet Government's demarche to the U.S. Government of 30 Jul of this year, testify that an American four-engine "B-50" type bomber with U.S. markings violated the state border of the USSR on 29 Jun of this year. Starting in the area of Cape Gamov, it continued its flight over the territory of the USSR near Askol'd Island, not far from Vladivostok. The American aircraft opened fire during the approach of two Soviet fighter planes, which had the mission of pointing out to the American aircraft that it was within the border of the USSR and to suggest that it leave the airspace of the Soviet Union. The American aircraft opened fire and inflicted serious damage on one of the Soviet aircraft by piercing the fuselage and left wing and also by destroying the cockpit's hermetic seal. The

Soviet aircraft were forced to return fire, after which the American aircraft withdrew in the direction of the sea.

The cited facts above contradict the assertion in the U.S. Embassy memorandum alleging that an American aircraft was attacked by Soviet fighters during a routine flight over the Sea of Japan.

[TFR 27-39]

The Soviet Government does not have any further information concerning the crew or the whereabouts of the aforementioned American aircraft which withdrew in the direction of the sea.

The Soviet Government affirms its demarche of 30 Jul, insists on strict accountability of the people responsible for this violation, and expects that the U.S. Government will take steps to henceforth not permit American aircraft to violate the State borders of the USSR.

The Soviet Government rejects the protest contained in the Embassy memorandum as lacking in any basis.

3 Aug 53

5-p

[handwritten on reverse, "Presidential Archives RF, F. 3, Op. 66, D 391, p. 34-36"]

[TFR 27-40]

No. 25/osa

With regard to the memorandum from the U.S. Embassy of 31 Jul of this year, the Government of the Union of Soviet Socialist Republics considers it necessary to declare to the U.S. Government the following.

In the Soviet Government's demarche to the U.S. Government of 30 July of this year, confirmed reports testify that an American four-engine "B-50" type bomber with U.S. markings violated the State border of the USSR. Starting in the area of Cape Gamov, it continued its flight over the territory of the USSR near Askold Island, near Vladivostok. The American aircraft opened fire on the approach of two Soviet fighter planes, which had the mission of pointing out to the American aircraft that it was within the border of the USSR and to suggest that it leave the airspace of the Soviet Union. The American aircraft inflicted serious damage on one of the Soviet aircraft. The Soviet aircraft were forced to return fire,

To the Embassy

of the United States of America

Moscow

[TFR 27-41]

2.-

after which the American aircraft headed in the direction of the sea.

The above cited facts contradict the assertion in the U.S. Embassy memorandum alleging that an American aircraft was attacked by Soviet fighters during a routine flight over the Sea of Japan.

The Soviet Government has no information at its disposal concerning the crew or the whereabouts of the aforementioned American aircraft which withdrew in the direction of the sea.

The Soviet Government affirms its demarche of 30 Jul, insists on strict accountability of the people responsible for this violation and expects that the U.S. Government will take steps to henceforth not permit American aircraft to violate the state borders of the USSR.

The Soviet Government refutes the protest contained in the Embassy memo as lacking in any basis.

Moscow, 3 Aug 53

Official:[signature]

Distributed:

to Comrades Molotov

Vyshinskij

Gromyko

Zorin

Pushkin

Podtserob

Il'ichev

DVO

Embassy of the USSR

in Washington

case file (2)

[TFR 27-42]

Translated from English

Delivered by U.S. Ambassador Bolen

to V.M.Molotov 4 Aug 53

[stamp "MID-USSR

USA DEPARTMENT

SECRET

Entry No.757osa

4 Aug 53"]

MEMORANDUM

The U.S. Government has information regarding survivors

of the incident involving the "B-50" aircraft.

1. The co-pilot was rescued by an American ship 40 miles from the Soviet coast to the south of Cape Povorotnyj.

2. The pilot bailed out at the same time as the co-pilot and it is assumed that other members of the crew bailed out as well.

3. The aircraft carrying out search and rescue operations dropped a life raft to other survivors. The crews of these aircraft are more or less certain that there were at least four and possibly more survivors sitting in the life raft.

4. The same American aircraft spotted approximately 9 Soviet "PT" type boats in the area and at least 6 of these "PT" boats were heading to the location where debris from the aircraft was later discovered. A Soviet trawler was also spotted in the approximate area.

On the basis of the aforementioned observations and the deposition of the rescued co-pilot, it is highly likely

[TFR 27-43]

2.

that other crew members survived and that they were possibly rescued by the Soviet ships. In view of this, the U.S. Government urgently asks the Soviet Government to conduct a further investigation on the whereabouts of those or other surviving crew members.

Translated:

[signature]

(O. Troyanovskij)

Distributed:

to Comrades Molotov

Gromyko

Zorin

Podtserob

Department of American countries

[handwritten "596/M"]

6 copies

[TFR 27-44]

[stamp" [stamp"

Secret Secret

Entry No. 765/ Entry No.3461 of

10 Aug 53"] 8 Aug 53"]

Ministry of Defense

of the USSR

MAIN STAFF

OF THE NAVY

TO THE DEPUTY MINISTER OF FOREIGN

AFFAIRS OF THE USSR

Comrade GROMYKO A.A.

8 Aug 53

No.5/15272s

[handwritten "case file

10 Aug" 1 word illeg.]

The assertion in the American demarche of 5 Aug of this year which alleges that on 29 Jul of this year the co-pilot of an American B-50 aircraft was sighted by an American surface ship and that 12 Soviet "PT" type boats were observed allegedly retrieving surviving crew members - does not correspond to the facts.

On 30 Jul, at approximately 0400 hrs Vladivostok time, Soviet fishing trawler No. 423, engaged in fishing, was passing through the area where the Americans were searching for their aircraft.

As has already been pointed out in the report of the Commander-in-Chief of the Navy, Admiral of the Fleet Comrade Kuznetsov N.G., of 30 Jul of this year, two American destroyers approached the aforementioned trawler at approximately 0400 hrs.

American and Japanese officers, on board a cutter launched from one of the destroyers, tried to obtain information from the trawler regarding the B-50 aircraft and its crew. They were unable to get any kind of information since the trawler did not see any aircraft debris and was not engaged in recovering the crew.

The attempts of the Americans to carry on a conversation with the trawler were in vain since the Americans did not have a Russian translator with them.

Other than this trawler, there were no other Soviet ships in the area searched by the Americans for their aircraft.

CHIEF OF THE MAIN STAFF
ADMIRAL

[signature]

V. FOKIN

[TFR 27-45]

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[handwritten "16"]

Secret. Copy No. 1

"24" Nov 54

Issue No. 1174/osa

to Comrade GROMYKO A.A.

We submit to you the drafts of the memorandum to the TsK KPSS, the decree and the demarche to the U.S. Government in response to its demarche of 9 Oct of this year in regards to the incident with the American aircraft which violated the state border of the USSR in the Vladivostok area on 29 Jul 53.

Please review.

[signature] [signature]

(G. Tunkin) (V. Bazykin)

3 Copies issued ms/VB.

1-to Comrade Gromyko

2-to Comrade Tunkin

3-to the case file

No. 1691.

24 Nov 54

[stamp "MID USSR
Comrade Gromyko's Office
SECRET
Entry No.6490- of
24 Nov 54"]

[handwritten "9629"]

[TFR 27-46]

Secret Copy No.5

TsK KPSS

The United States Government, in its demarche of 9 Oct 54, is again raising the issue involving the American B-50 warplane that violated the State border of the USSR in the vicinity of Vladivostok on 29 Jul 53. This demarche essentially contains nothing new about this incident as compared to previous U.S. demarches. It presents a lengthy U.S. version of the incident as well as unfounded suppositions that the crew members of the violator aircraft may have been picked up by Soviet ships and are in Soviet custody.

The U.S. Government raises a number of claims associated with the loss of the American warplane and its

crew members. In the event the Soviet Union refuses to satisfy these claims, the US proposes to refer the issue to the World Court.

At the same time the U.S. Government in its demarche raises the issue of the extent of the Soviet territorial waters, asserting that territorial waters [1 word illeg.] nautical miles in width as established in the Soviet Union are inconsistent with conventions of international law. The United States states that it "does not recognize the Soviet Government's claim to territorial waters beyond three miles from its shore."

The text of the U.S. demarche was published by the State Department, and at the requests of U.S. representatives in the United Nations was distributed to members of the Security Council.

The Ministry of Foreign Affairs of the USSR considers it advisable to send a report to the U.S. Embassy and attach to it an excerpt from the "Report on the Circumstances of a U.S. B-50's Violation of the State Borders of the USSR near Vladivostok on 29 Jul 53".

In the opinion of the Ministry of Foreign Affairs of the USSR, the U.S. Government's claim of possible loss and its proposal to submit this case to the World Court for its consideration, should be dismissed as unfounded.

With regard to the U.S. Government's statement about

[TFR 27-47]

the width of Soviet territorial waters, the Ministry of Foreign Affairs of the USSR deem it advisable to respond to the substance of the statement.

Because a considerable amount of time has passed since the incident and there is no need to draw public attention to it, the opinion of the Ministry of Foreign Affairs of the USSR is that it would be inadvisable to publish this note.

A draft of the decree is attached.

Please review.

"[No date]" Nov 54

No.

[handwritten "pr 1266-ag

24 Nov"]

[TFR 27-48]

Secret.

DECREE of the TsK KPSS

Response to the US Government's Demarche from 9 Oct 54

to confirm the draft of the demarche presented by the

(attached)

MID USSR in response to the US Government's Demarche dated 9 Oct 54.

[TFR 27-49]

Draft.

With regard to the demarche dated 9 Oct 54 from the Government of the United States of America, the Government of the Union of Soviet Socialist Republics considers it necessary to report the following.

In demarches dated 30 Jul, 3 and 26 Aug 53, the Soviet Government has already set forth the circumstances of the violation of the Soviet Union's national borders in the region of Vladivostok on 29 Jul 53 by the American B-50 bomber.

It is evident from the above Soviet Government demarches and also from the "Report on the Circumstances of a U.S. B-50's Violation of the State Borders of the USSR near Vladivostok on 29 Jul 53," an excerpt of which is attached, that the American B-50 bomber on 29 Jul 53 was located over the territory of the Soviet Union near Vladivostok, and upon the approach of Soviet fighters opened fire first. The Soviet fighters, defending the State borders of the USSR, were forced to return fire. At the time she fired on the Soviet fighters, the intruder was located at coordinates: longitude 4039'3" latitude 13220'9", in other words, near the Soviet island of Askol'd, not far from Vladivostok and not 40 miles [illeg.] Cape Povorotnyj as is maintained in the US Government demarche. The Soviet fighters returned to their air base as the violating aircraft withdrew towards the sea to the southeast,

The Soviet Government has already reported that Soviet authorities do not have any information regarding the fate

[TFR 27-50]

2.-

of the above-mentioned American aircraft or its crew. There has been no additional information on this matter to date.

Taking into consideration that the facts are firmly established that there was a violation of the State borders of the USSR by an American aircraft and it having fired upon Soviet aircraft which were carrying out their duties of defending the Soviet Union's State borders, responsibility for this incident rests with the US Government. The Soviet Government cannot consider the claim levied in the US Government demarche from 9 October and does not see a basis for transferring this matter to the International Court of Justice.

The US Government demarche from 9 Oct asserts, as if it is international law, that there is a limit on the width of territorial waters to 3 nautical miles. In connection with this, the Soviet Government considers it necessary to turn the US Government's attention to the widely known fact that no common measures of international law exist establishing the width of territorial waters. The establishment of territorial waters is dependent on the competence of the coastal government which determines the width in consideration of their national interests and also in the interests of international maritime navigation. It is known that more than 30 governments currently have territorial waters with a width of more than 3 nautical miles. Thus, the US Government assertion that the establishment of Soviet territorial waters to 12 nautical miles is contradictory to the norms of international law does not have any basis.

[TFR 27-51]

2 Nov 59 [handwritten]

[handwritten "128"]

TOP SECRET

copy 9

to the MARSHAL of the SOVIET UNION

- Comrade N. A. BULGANIN

I am r e p o r t i n g:

The USSR maritime State border was violated by an American "B-29" in the region of Tanfil'ev Island, 70 km south of Yuzhno-Kuril'sk on 7 Nov 54, from 1241-1242 hrs and again from 1247-1250 hrs Vladivostok time.

Fighters of the 610th Fighter Aviation Regiment, 110th Fighter Aviation Division, 29th Air Army were scrambled from the Yuzhno-Kuril'sk Airfield (Mendeleevo): the first pair of MIG-15s at 1242 hrs, the second pair of MIG-15s at 1225 hrs, a third pair of MIG-15s at 1248 hrs, and a fourth pair of MIG-15s at 1329 hrs.

The MIG-15 pair which took off at 1225 hrs (The leader was Aviation Squadron Commander Captain KOSTIN. The wingman was Senior Lieutenant SEBERYAKOV) met the intruder at 1248 hrs at an altitude of 4500 meters over Tanifel'ev Island. The intruder opened fire from the upper turret when our fighters approached. Our fighters returned fire and set the violator's left motor on fire. In the three attacks made by the fighters, 42 37mm shells and 63 23mm shells were expended.

[TFR 27-52]

[handwritten "129"]

The following is a radio-intercept of the press by "OSNAZ" units - "7 Nov 54, Associated Press. A "B-29" reconnaissance aircraft was shot down today over the eastern part of Hokkaido Island several miles from Russian islands. Nine of the twelve crew members bailed out of the aircraft and were rescued."

Weather: 90% Cloud cover, lower edge 1000 meters, visibility 6-10 km.

Measures have been taken by the command to increase the combat readiness of the PVO forces.

GENERAL OF THE ARMY

[signature]

S. BIRYUZOV.

" 7 " Nov 54

[handwritten " 50366"]

Distribution:

Comrade K. E. VOROSHILOV

Comrade L. M. KAGANOVICH

Comrade G. M. MALENKOV

Comrade V. M. MOLOTOV

Comrade A. I. MIKOYAN

Comrade M. G. PERVUKHIN

Comrade M. Z. SABUROV

Comrade N. S. KHRUSHCHEV

[handwritten " 16 566]

[TFR 27-53]

[handwritten "141"]

MEETING OF THE SECURITY COUNCIL ON 10 SEPTEMBER

NEW YORK, 10 Sep (TASS)

... After this, US representative Lodge, who stated the US arguments, came forward. Lodge said, "...The first reports of the attack indicated that not once did the American aircraft fire on the attackers. However, further reports showed that this statement was in error."

(TASS, 10 Sep 54, pp 125-126)

AMERICAN PROVOCATION IN THE FAR EAST

NEW YORK, 7 Sep (TASS). The Washington correspondent for the "New York Times" newspaper reports that on 6 Sep the Navy Department revealed that the American patrol bomber shot down near the Siberian coast on 4 Sep by two Soviet fighters had opened return fire, but only after it was attacked. ... The announcement by the Navy Department caused some confusion in the State Department since the second of the two demarches of protest to Moscow maintained the conviction that the "American naval aircraft never opened fire on the Soviet aircraft".

As officials here point out, this declaration was based on the initial report of this incident that the Pentagon received from the Far East. It was only after the nine surviving crew members were thoroughly debriefed, that the Department of the Navy was able to establish that one of the gunners on the aircraft opened return fire on the Russian pilot...

(TASS, 7 Sep 54, pg 21-D)

ATTEST: [illeg. signature]

[handwritten on reverse "Archives of the President RF, Fond 3, Inventory 66, Case 391, pages 129-129,141"]

[TFR 27-54]

[handwritten "18 Apr 52"]

[handwritten "32"]

S e c r e t

copy no. 1

USSR

Ministry of

Internal Affairs

to the Deputy Minister of Foreign Affairs USSR

to Comrade V.V. KUZNETSOV

April, 1955

. ____

Moscow

[illeg. handwriting on side of page.]

The flight of an American jet aircraft was detected by a PVO technical post 43 miles southeast of Cape Vasil'ev (400 km southwest of Petropavlovsk-Kamchatskij) on 18 Apr of this year, at 1057 hrs Kamchatka time. The aircraft was detected at 16 miles southeast of Cape Lopatka and had not violated the border at 1110 hrs.

Two VVS aircraft were scrambled to intercept the aircraft. At 1130 hrs, at an altitude of 12,200 meters, 32 miles east of Cape Kronotskij (340 kilometers northeast of Petropavlovsk-Kamchatskij) one of the aircraft spotted the B-47 type American jet aircraft and photographed it. Upon approach of our aircraft, the American aircraft opened fire. After return fire from our aircraft, the American aircraft disappeared in the clouds.

At 1150 hrs, 5 miles west of Bering Island, the crew of the Soviet fishing boat "Komandor" saw flashes and a column of smoke over the water that lasted two minutes.

It cannot be ruled out that the fishermen witnessed the American aircraft fall.

DEPUTY MINISTER of INTERNAL AFFAIRS, USSR

(PEREVERTKIN)

[stamp "Dept 6 HQ GUPV
Entry . 012899
12 May 55"]

[handwritten "Ts.A.P.V. fond 14, inventory 5, case 5634, page 32"]

[TFR 27-55]

[Handwritten except where noted.]

Basis, Report on Okrug No. 00140 and 0014.

from 19 and 20 Apr 55 (Sector 60 p.o.)

Information

23 Apr 55 Colonel Comrade Ionov stated that this document has been [cut off] reported to the Deputy Minister Comrade Perevertkin. Do not send a decision.

LTC [illeg. signature]

00152 of 22 Apr 55, the Okrug reported that members of the boat "Komandor" P[cut off] Vasilij at a distance of 10 miles, observed a flashing column of fire and a column of smoke over the water which dissipated after 5 minutes. Scientific [cut off] Danilov, located on the cutter, photographed the column of smoke. 2 [illeg.] Nikol'skoe (sector 45143 60p.o.) observed and heard an explosion. Border troops did not [see] [cut off]

On 21 Apr 55 the Kamchatka Flotilla went to the place of the explosion. The [illeg.] headquarters reported [G4GI?].

[illeg. signature]

Information. 21 Apr 55 at 1340 [illeg.] PVO General Major Ior'ev (Kremlin, 33rd Guards) reported that he does not have information regarding the appearance of an American aircraft near the coast or regarding the contact between it and our aircraft.

[signature] Zarovskij

[Distribution notes are typed]

3 copies sent

1- addressee

2- Sec. MVD

3- 1st Department

HQ GUPV

checked Zarovskij

typist Ermakova

k.3567 21 Apr 55

[handwritten "1st copy - file. 2nd and 3rd

copies sent for destruction.

2nd and 3rd copies destroyed iaw Act 10"]

[signature]

25 Apr 55

[handwritten "Ts.A.P.V. fond 14, inventory 5, case 5634, page 32"]

[TFR 27-56]

[handwritten "18 Apr 55"]

[handwritten "34"]

[handwritten "11"]

T O P S E C R E T

SPECIAL FILE

Subject to return in 24 hours

to Office of the Presidium TsK KPSS

Workers of the world, unite!

The All-Union Communist Party (bolsheviks), CENTRAL COMMITTEE

P84/312

7 Nov 51

To: Comrades Molotov (MID), Zhukov.

Extract from protocol 117 of the Presidium of the TsK on 22 Apr 55

On the question posed by the MID USSR and Ministry of Defense.

To accept the proposal of the MID USSR and Ministry of Defense, set forth by comrades Molotov and Zhukov in a memorandum dated 22 Apr 55, No. 602/M.

Secretary of the TsK

3-nb

[Printed along left side of page,

"For Information

Persons receiving secret documents, cannot transmit or acquaint others with them without stipulation from the TsK.

Copies or notes from the indicated documents are categorically forbidden.

Marks and dates on each document are made by the individual to which the document is addressed and for his personal signature."]

[TFR 27-57]

[stamp "Minutes of Presidium TsK No. 117 p.24"]

Copy

Secret copy No. 3

TsK K P S S

According to a report by Comrade Malinovskij, the Commander of the Far East Military District, an American B-47 type aircraft was spotted near the Kurile Islands on 18 Apr of this year, at 0943 hrs Khabarovsk time. Our pilots reported that when a MIG-15 closed with the B-47 at an altitude of 12,000

meters, the B-47 opened fire. One of our fighters returned fire after which the B-47 descended at great speed into the clouds in a northeast direction.

In the second report from Comrade Malinovskij (dated 21 Apr), it was reported that our fighters attacked an American aircraft from 1125 to 1127 Hrs Khabarovsk time. Fifteen minutes after the attack, radars lost track of the aircraft. It no longer showed up on the radar screen. This report also says that at 1150 hrs Soviet fishermen observed an explosion and black column of smoke in the ocean. This was in our territorial waters, 13 km west of the town of Nikol'skoe, which is located on Bering island.

The engagement area between the Soviet fighters and the American aircraft is being determined. At the present, it cannot be determined whether the engagement took place in the Soviet Union's airspace or over neutral waters.

According to available information, it is surmised that the Americans do not have information regarding the location or cause for loss of their aircraft.

This conclusion is corroborated by the following:

The American aircraft was obviously conducting a special mission and did not maintain radio communications with the ground. In addition, our radio-intelligence did not notice any type of transmission from the aircraft during its flight, upon encountering the Soviet fighters or after the engagement. It is also noteworthy that American searches for the aircraft were not in the region of the supposed point of impact

[TFR 27-58]

[handwritten "13"]

2.

of the aircraft, but along the aircraft's flight route and especially intense - in a region far from the aircraft's supposed impact point by 500-600 km.

It can not be confirmed that radars on an American ship, which could have been located in that region, did not follow the flight of the American aircraft and the Soviet fighters. It should also be taken into account that American ships could not have visually observed the engagement with the Soviet fighters, as the flight took place in dense clouds.

Considering the above, the MID USSR and Ministry of Defense consider it inadvisable to make any kind of statement at the present time to the US Government as regards the flight of the American B-47 military aircraft near the Kurile Islands and Kamchatka peninsula.

Based on this, the MID USSR and the Ministry of Defense are of the opinion that the Americans obviously do not consider it possible to raise this question before us. Under these conditions notifying the Americans could be premature and could lay the blame on us.

Request consideration.

V. Molotov

G. Zhukov

22 Apr 55

No. 602/M

Official: [illeg. signature]

Distr 4 copies.nt/vn

No. 364sm

[TFR 27-59]

Special Folder

[handwritten "14"]

Top Secret

copy no. 1

TsK K P S S

[handwritten "see P 117/24op"]

In addition to the memorandum by Comrades V.M. Molotov and G.K. Zhukov dated 22 Apr 55 No. 602/M, I am reporting a telegram from Captain First Class Razumnoj, the Chief of Intelligence, Pacific Fleet. It regards the American searches for the B-47 type aircraft which was shot down by our fighters on 18 Apr of this year near the Kurile Islands.

[signature]

G. ZHUKOV

28 Apr 55

Issue No. 102ss

[Illegible handwriting except for date of 3 May 55]

Taken off of the inventory-ES General Department TsK KPSS 2311

[TFR 27-60]

[handwritten "15"]

[handwritten "to Comrade Sokolovskij"]

SECOND DEPARTMENT MAIN HEADQUARTERS, NAVAL FORCES

Do Not COPY

TOP SECRET

(when filled in)

ENCIPHERED TELEGRAM NO. 1495,1496.

Copy No. 3

Copy No. 1 Comrade Sokolovskoj

Copy No. 2 Comrade Malinin

Copy No. 3 Comrade Pavlovskoj

Copy No. 4 Comrade Shalin

Copy No. 5 Comrade Shashenkov

Copy No. 6

From VLADIVOSTOK Sent 13 hours 05 minutes, 24 Apr 55

[stamp "Subject to return to the
IV Sector of the General Office

TsK KPSS

Issue 2728/she 3 Jun 55"]

for notes and

instructions

By Cable

ACTING CHIEF OF INTELLIGENCE, VMS
to Captain 1st Class Comrade SHASHENKOV.

I am reporting supplementary extract information on the RB-47 aircraft. According to intercepted radiograms to the Commander of the 10th Rescue Group and the 5010th Air Base Wing, as of 18 Apr an RB-47 aircraft of the 4th Aviation regiment, 26th Reconnaissance Wing has been lost. It was flying along the route Eielson-Unalaklit-Attu to an area 100 miles east of Hokkaido-Unalaklit-Eielson.

The last time the aircraft was noted was at 0810 hrs, 18 Apr in a region 100 miles southwest of Attu, after which contact was lost. All bases in the Aleutian islands were queried about the aircraft. Answers were negative.

A search for the RB-47 aircraft began on 19 Apr. The Commander of the Joint Search and Rescue Center (Elmendorf AFB) ordered the Commander of the 3rd Search and Rescue Region (Elmendorf AFB) to assign 4 SA-16 and one SC-54 for search and "not to raise unnecessary noise about it." A notice was transmitted to the Chief of Search and Rescue, Johnson AFB, about the search by forces of the 3rd Rescue Aviation Group. The commander of the 4th Search and Rescue Region (Adak) was responsible for conducting the search mission in the region of the Aleutian islands. The region was ordered to carry out a watch on emergency frequencies,

(see next page)

[along left side of page "Subject to return in 6 days to the 8th Section of the Second Department Supreme Headquarters VMS"]

[TFR 27-61]

[handwritten "16"]

TOP SECRET

---

and to plan a wide search using aircraft of the 3rd Region.

The search was conducted with the following number of aircraft: 19 Apr, four SB-29 26-240 miles east of the Kurile Islands to the 100th parallel, one 'Neptune' in the region of Adak-Attu;

20 Apr, three 'Neptunes' along the Aleutian Islands to the region 120 miles east of Cape Lopatka, three 'Neptunes' in the eastern section of the Bering Sea, two 'Neptunes' in the western section of the Bering Sea, and one RB-47 along the missing aircraft's flight route. In addition, on 20 Apr one B-36 was noted at Attu at an altitude of 5000 meters on a west-southwest course and one B-29 at an altitude of 3000 meters on a southwest course, possibly these aircraft were en route to the search area. 21 Apr, five 'Neptune' in the central section of the Bering Sea; 22 Apr, the Adak Region; 23 Apr, one 'Neptune' noted at 08 hours 38 minutes 5515N 17040S and at 09 hours 40 minutes at 5325N 17210 east, one 'Neptune' in the region of the central section of the Bering Sea.

In addition to the aircraft, the icebreaker 'Burton Island' and the tug 'Takelma' [Tacoma?] participated.

21 Apr, an unidentified official ordered the commander of the Neptune flights conducting the search "to not fly over the KOMANDORs."

22 Apr, five 'Neptunes' flew from Adak to Kodiak, suggesting that the search had ended.

Conclusion: results from the analysis of the radio communications and the character of the search would suggest that the Americans do not know where, the reason, or the time of the aircraft loss.

CHIEF OF INTELLIGENCE TOF
Captain 1st Class RAZUMNYJ

No. 3563, 25 Apr

---

3 copies printed

Encoded Zyablintsev

Checked: [illeg. signature]

16:30 25 Apr

Sent by Tajdakova

17:30 25 Apr

No. 515

[handwritten on reverse, "Presidential Archives RF, F. 3, Op. 66, D 393, p. 11-16"]

[TFR 27-62]

[handwritten "27 Jun 58"]

[handwritten "1st Section]

[handwritten "4"]

THE MAIN DIRECTORATE OF BORDER TROOPS OF THE KGB
OF THE COUNCIL OF MINISTERS OF THE USSR

DISTRIBUTION:

SECRET

Copy No. 1

Com. SEROV I.A.

THE CHIEF OF THE GUPV

OF THE KGB OF THE COUNCIL OF

MINISTERS OF THE USSR

General-Lieutenant [signature]

(ZYRYANOV)

28 Jun 58

[Initials]

SPECIAL REPORT

A border detail from Outpost No. 12 of the 40th Border Detachment, Armenian Okrug spotted an aircraft approaching the border from Turkey at an altitude of 4500 meters at 1825 hrs on 27 Jun. The aircraft violated the State border of the USSR in the Ada-Ehri area (The sector of Outpost No. 3, 125th Border Detachment, Armenian Okrug) at 1830 hrs at an altitude of about 2000m and continued its flight on the route: Artashat, Beyuk-Vedi, Sevan Island, Agdam. Posts of the radio-technical forces were notified by the compartmented system "Air" in a timely manner.

Two Air Force fighters were sent up and forced the four engine "Douglas-118" American military transport aircraft to land at 1857 hrs in the Agdam area. The crew, consisting of four American servicemen, bailed out of the burning plane.

Five parachutists, who jumped prior to the plane's landing, were arrested in the Agdam area by 2100 hrs on 28 Jun.

All of the detainees were taken to Kirovabad in the Azerbajdzhan SSR. The US military personnel are: COL BRENAN BRAZH, aircraft commander, MAJ LAJZ, MAJ KREND, MAJ SHUL'TS, CPT KEJN, LT LYURER, SGT OL'MAN, SGT RIMER, SGT SEJPO.

Based on initial crew testimony, the aircraft crew flew on the route: Nikoziya (Kipr Island) [Nicosia, Cyprus], Teheran, Karachi. They strayed from their route, however, and violated the State border of the USSR.

[handwritten "04091"]

[TFR 27-63]

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2.

According to their testimony, only the aforementioned crew was on the aircraft. Search groups, in conjunction with organs of the KGB, are conducting an inspection of the areas along the aircraft's flight route and in the landing area.

All of the Armenian Okrug Border Detachments, the 41st, 127th, 42nd and 43rd were transferred to augment the border defense.

ATTACHMENTS: A sketch map for the addressee only.

CHIEF OF STAFF, GUPV OF THE KGB
OF THE COUNCIL OF MINISTERS OF THE USSR
General-Lieutenant
[signature]
(BANNYKH)
[handwritten "TSAPV, F. 14, INV. 14, c.s. 5676, p. 4,5."]

[TFR 27-64]

[illeg. handwriting]

[stamp: "Declassified", no dates given.]

[handwritten "P218/XI, 21 May 59"]

[handwritten "OSA 24"]

Secret. Copy No. 10

[handwritten "1+1+3 distro"]

[stamp "[illeg.] of the USSR

SECRET

THE COUNTRIES OF

AMERICA SECTION

Entry No. 1125

18 May 59]

Ts K K P S S

The American Ambassador, Thompson, delivered a memorandum to Comrade N.S. Khrushchev on 4 May of this year. It expresses the US President's anxiety over the fate of the 11 American fliers who were supposedly on an American C-130 that violated the State border of the USSR and crashed near the town of Erevan on 2 Sep 58. The possibility that the Americans will publish their memorandum cannot be

excluded.

The MID of the USSR considers that it would be expedient to deliver our memorandum on this matter, which could be published if necessary, to the temporary US Charge d'affaires Davis. It would follow that the answer that Comrade N.S. Khrushchev gave to US Ambassador Thompson should be expounded in our note.

A draft of the resolution is attached.

Please consider.

[Original signed]

V. KUZNETSOV

15 May 59

No. 1200/GS

Verified: [signature]

Additional Dist.

6- ns

mb-2152/gs

16 May 59

[Document was inadvertently misnumbered. There is no TFR 27-65.]

[TFR 27-66]

[stamp: "Declassified", no dates given.]

[handwritten "Case 420 USA"]

[handwritten "OSA 36"]

Secret. Copy No. 14

[handwritten "1+1+3 distro"]

[stamp "MFA of the USSR

SECRET

THE COUNTRIES OF

AMERICA SECTION

Entry No. 1930

18 Aug 59"]

Ts K K P S S

US Vice-President Richard Nixon sent Comrade N. S. Khrushchev a letter on 1 Aug of this year. A request was made in it to provide information on the fate of the 11 Americans who supposedly were on board the USAF plane which crashed near Erevan on 2 Sep 58. In his letter, Mr. Nixon raises the issue of the fate of the 11 crew members of this aircraft as a "serious impediment to improving" relations between the USSR and the USA.

In accordance with its instructions, the USSR MID is presenting Comrade N. S. Khrushchev's draft answer to Nixon's letter mentioned above.

The draft decree is attached.

Please consider.

[Original signed]

A. GROMYKO

17 Aug 59

No. [illeg.]/GS

Verified: [signature]

[handwritten "File copy

[illeg. signature]

9 Dec 59"]

Additional Dist.

6th NS

mb-3736/gs

[TFR 27-67]

[handwritten "2 Sep 58"]

MAIN DIRECTORATE OF BORDER TROOPS OF THE KGB
OF THE COUNCIL OF MINISTERS OF THE USSR

[handwritten "To file No. 26.

Illeg signature, 13 Sep."]

S e c r e t

Copy No. 2

Distribution:

Com. IVASHUTIN P. I.

[Original signed]

THE CHIEF OF THE GUPV OF THE KGB

OF THE COUNCIL OF MINISTERS OF THE USSR

General-Lieutenant

(P. ZYRYANOV)

3 Sep 58

SPECIAL REPORT

Based on a report by the Chief of Border Troops of the Armenian Okrug, an American C-130 "Hercules" transport plane was detected violating the State border from Turkey on 2 Sep 58 at 1508 hrs, flying a course of 140^0 at an altitude of 10000 ft. It was detected by border details of the 21st and 22nd Outposts of the 39th Border Detachment (City of Leninakan).

The border outposts quickly reported the violation to the VNOS radar post in Leninakan via the compartmented system "Air."

When the border violation was confirmed by radar at the VNOS Post, two jet fighters from the Erevan Airfield were scrambled. They were piloted by Senior Lieutenants LAPOTKOV and GAVRILOV. Having approached the intruder, they ordered it to follow them back to the airfield. Not receiving a response, they opened fire on the enemy plane. At 5000m the plane caught on fire and crashed 10 KM southeast of the village of Verkhnij Talin (35 miles from the border).

An inspection of the area revealed parts of the burning aircraft, the remains of 5 human bodies, and documents. One of the documents contained the special secret order in which

[TFR 27-68]

[handwritten "8"]

2.

the crew, which consisted of 5 people (CPT's EDVARD DZHO-DZHEROS, RUDE DZH-SVIESTRA, LT's DZHON IRSIMSON, VILLARD MANYEHL REKARDO and Senior SGT LEPOU PRAJSS), was ordered to fly from Rhine-Main to Turkey to complete a special mission during the period from 1-10 Sep of this year.

Identification cards were found on CPT RUDE and LT VILLARD. All crew documents were given to the KGB of the Council of Ministers of the Armenian SSR. Their contents are being verified.

The Okrug command moved the 39th Border Detachment and the 12th Outpost of the 40th Border Detachment to strengthen border defense. A border search was conducted in conjunction with organs of the KGB. The search was conducted along the American aircraft's flight route to try to find any possible parachutists or objects thrown out of the aircraft.

The Border Details observed the following:

On 2 Sep 58 at 1525 hrs, after the American plane was met by our fighters, two soldiers took a light machine gun out of a building of the Turkish Post KYZYL (between sectors 23 and 24 of the 39th Border Detachment) and fired two shots in the direction of our planes.

At 1700 hrs, five soldiers from this post approached to within 50m of the border and fired one rifle shot in the direction of the 24th Outpost's border detail, which consisted of PVT's KUZ'MIN and DMITRIEV. This is being verified and then a protest will be declared to the Turkish Border Commissar.

The American aircraft's violation of the border is being investigated by a commission chaired by General-Major ADAMYANTSA.

The remnants of the aircraft and the corpses of the crew are being held by the border details under the command of officers.

Attachments: Sketch map

[Original signed]

THE CHIEF OF STAFF OF THE GUPV KGB

OF THE COUNCIL OF MINISTERS OF THE USSR

General-Lieutenant [BANNYKH]

[TFR 27-69]

[This entire page is handwritten Russian, except for the distribution notes at the bottom of the page.]

Okrug No. 792 reported on 4 Sep 58 that during the [illeg.] search of the plane wreckage, the following was found: two, as of yet unidentified, burned corpses, dog tags with the inscription Duncan, Paul E., No. AO-961, and a melted "Colt" pistol. The investigation on the violation by the [illeg.] aircraft, the corpses, and the other mentioned documents were taken on by the oversight commission under the leadership of General-Major Tsetrik. The documents that were removed were passed on to the KGB by this commission.

COL [illeg. signature]

1st Copy to Comrade Ivanshchtin

Reported on 3 Sep 58

COL [signature/same as above]

[stamp "1st Copy Act No. 26

destroyed on 13 Sep 58

Chief Clerk [Initials]"]

11/1/012329

2 Copies

1st - to addressee

2nd - 1st Section of GUPV

Checked by Lykov

Typed by Yakovleva

3 Sep 58

mb 8616

[handwritten "TsAPV, F 14, Op 5, cder 5616, L 8 ob."]

[TFR 27-70]

[handwritten "74"]

[stamp: "Declassified

No dates given"]

[stamp "SECRET

AMERICAN COUNTRIES

SECTION

Entry No. 1977

16 Sep 58"]

Secret. Copy No. 9

[handwritten "No. 14][handwritten "85"]

TsK KPSS

On 12 Sep of this year, the MID of the USSR passed a demarche to the US Embassy with regard to the American plane that crashed 55 Km northwest of the city of Erevan.

The US Embassy sent an answering demarche on 13 Sep, in which an attempt is made to portray the incident as if Soviet fighters intercepted the American plane on the Turkish-Soviet border near Kars. A request was also made for information concerning the 17 crew members and asks permission for an embassy representative, accompanied by technical experts, to investigate the crash site, identify the bodies, and make arrangements for the transfer of the remains of the crew members by the proper American authorities. This reply takes an obviously provocative tone.

The MID of the USSR, the Ministry of Defense, and the KGB of the Council of Ministers of the USSR prepared a draft reply to the American demarche. Our reply strongly rejects the fabrications in the Embassy's demarche. The American's request to land at the crash site was ignored in our reply. Bear in mind that the area where the plane went down is considered a border region where foreigners are not allowed and access by Americans would be nonproductive.

As regards the embassy's request for a transfer of the remains of the crew to the American side; the request is confirmed. The conduct of the transfer of the bodies has been entrusted to the KGB.

The draft is attached.

Please consider.

[Original signed] V. KUZNITSOV

[Original signed] I. KONEV

[Original signed] R. KRUSHUTIN

Sep 58

No. 2441/gs

[handwritten "Attest: N. Fedorov]

[TFR 27-71]

[stamp "Declassified

no dates given"]

[handwritten "75"]

Secret. Copy 9

Draft

[handwritten "2 Sep 58"][handwritten "85"]

RESOLUTION OF THE TsK KPSS
The reply to the US Embassy's demarche from 13 Sep
concerning the American military aircraft that crashed
near the city of Erevan.

1. This is to confirm the draft of the reply constructed by the MID of the USSR, the Ministry of Defense, and the KGB of the Council of Ministers of the USSR (Attached). The demarche is to be passed to the US Embassy in Moscow.

The text of the demarche is to be printed in the Soviet press with a short account of the American demarche from 13 Sep.

2. The KGB of the Council of Ministers of the USSR and the Ministry of Defense have been commissioned to conduct necessary preparations for the transfer to the American side of the remains of the six crew members of the American aircraft that crashed near the town of Erevan.

[The remainder of this page is handwritten.]

P151/14 XIV 18/9

N 2441/gs

15 Sep 58

To 1977-osa

[TFR 27-72]

[handwritten "87"]

[illeg. handwriting]

[handwritten "76"]

Enclosure

Draft

In response to the US Embassy demarche No. 270 from 13 Sep 58, the MID USSR feels that it is necessary to reaffirm its demarche dated 12 Sep about the USAF plane which intentionally crossed the USSR State border and went down 55 kilometers to the northwest of Erevan.

The Ministry's demarche reported that this aircraft crashed and burned and remains of bodies were found at the crash site. It was determined from the remains that six crew members perished. The Soviet side does not possess any other information about the crew members.

The Soviet government strongly rejects the assertion made in the Embassy's demarche purporting that Soviet fighters intercepted this aircraft near the Soviet-Turkish border around Kars, as groundless and provocative in nature.

Such an unworthy attempt to lay the blame on the Soviet side for the fact that the American aircraft and its crew perished has been made, apparently, in order to justify the very obvious fact that this aircraft intentionally crossed the national border of the USSR.

The Soviet government has repeatedly stated that the US government is responsible for the consequences of US aircraft illegally crossing the Soviet national border. There is one thing which the US government must do, and that is to prohibit its air force from illegally crossing the State border of the Soviet Union once and for all. It is precisely these types of measures which the Soviet government awaits from the US government.

As far as the Embassy's request to send the remains of the six crew members from the burned aircraft, the appropriate Soviet authorities are ready to transfer them to a representative of the American authorities.

[handwritten "2441/gs"]

[TFR 27-73]

[handwritten "108']

[stamp "Declassified

Dates not given"]

[handwritten "109/OSA]

Secret. Copy No. 9

[handwritten "Reference copy"]

[handwritten "420"]

[handwritten "AS"]

[handwritten "9 Dec"]

[stamp "MID USSR

SECRET

COUNTRIES of AMERICA

DEPARTMENT

Entry No. 2596

7 Dec 58"]

TsK KPSS

Comrade Menshikov, the USSR Ambassador to the US, reported that he was invited to the State Department by Murphy, the Deputy Assistant Secretary of State, who gave him an oral presentation about the American aircraft which violated the USSR border near Erevan on 2 Sep of this year (Telegram No. 2196 from Washington).

During his presentation, Murphy asserted that the aircraft which crossed into Soviet air space was supposedly following a Soviet radar beacon and was downed by Soviet fighters. "Eyewitnesses" supposedly saw parachutists jump from the plane.

Murphy also said that since the remains of only six crew members of the aircraft have been sent to the Americans, and there were 17 people on board, there should still be 11 individuals on Soviet territory, some of which are possibly still alive.

Murphy further announced that the 19 and 20 Sep issues of the newspaper "Sovetskaya Aviatsiya" [Soviet Aviation] published articles written by Major A. Voshchkov entitled, "Vysokoe Masterstvo," [Advanced Skill] which, in Murphy's opinion, confirm the fact that the American aircraft was downed by Soviet fighters. Murphy announced that the Americans allegedly have a taped recording of the conversation between the Soviet fighter pilots and the ground [controllers].

Comrade Menshikov declined to discuss the issue raised by Murphy and announced that as concerns the American aircraft which violated the USSR border near Erevan on 8 Sep, the appropriate answer was already given by the Soviet side in Moscow. He categorically denied Murphy's assertions that the Soviet pilots shot down this American aircraft, refused to listen to the taped recording fabricated by the Americans, and rejected the Americans' conjectures relating to the article in the newspaper "Sovetskaya Aviatsiya."

It is completely obvious that the American side is using various fabrications to draw us into a new discussion of this issue in order to rid themselves of the guilt for the American aircraft that violated the USSR border and also to lay the blame on the Soviet side.

[TFR 27-74]

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2.

The position of the Soviet Government on this issue has already been detailed in three demarches sent to the US Embassy and published in the Soviet press. Therefore, the MID USSR believes it would not be expedient to enter into a discussion of this issue with the Americans at the present time and will limit itself to the reply which was given by comrade Menshikov in his discussion with Murphy. If the

Americans should mention this matter, they should be told that the demarche sent by the Soviet side on this issue, as well as the reply to Murphy's announcement by Ambassador Menshikov on 14 Nov, completely settled the matter and the Soviet side has nothing additional to add.

Please review.

original signed by

A. Gromyko

"6" Dec 58

No. 3169/GS

Attest: [signature]

G-checked GI/ach

No. [Illeg]/osa

28 Nov 58

[TFR 27-75]

Dear Mr. Nixon,

I have familiarized myself with your letter of 1 Aug 59 in which you again raise the issue of the USAF aircraft which crashed on 2 Sep 54, 55 kilometers to the northwest of Erevan.

I will tell you candidly that the fact that you have raised this issue after the Soviet Government has done all it possibly could to clarify the circumstances of this crash and has fully informed the American side of the findings of its inquiries, must at the very minimum cause perplexity on our part. We cannot view this as anything but an attempt to artificially create barriers toward improving US-Soviet relations.

The Government of the United States has already been informed that on 2 Sep 59 no Soviet fighter downed an American aircraft and that on that day a US military aircraft crashed near Erevan. At the site the remains of corpses were discovered. After an examination of the remains, which were sent to the American side on 24 Sep 58, it was possible to conclude that 6 crew members perished. No other American aviators from the aircraft were found in the Soviet Union and therefore we do not have them.

I understand the feelings of the relatives of those who perished when the plane crashed. However, it is completely obvious that those who are in charge of flights of such American aircraft are responsible for them to the American public and to the relatives of those who perished.

I would like to point out to you, Mr. Vice President, that such issues would not ever come up in the relations between our two countries if US military aircraft did not fly so close to the Soviet border and did not cross the border for purposes which are incompatible with improving Soviet-American relations. Moreover, such flights of American aircraft and their illegal crossings of the Soviet border are still taking place.

To Richard NIXON

Vice-president USA

[TFR 27-76]

In particular, these flights were recorded in the eastern sector by our country virtually on the eve of your visit to the Soviet Union.

I inform you of this with the hope that the American side will curtail such activities, which, without doubt, will make a very important contribution towards developing and improving relations between our countries. In other words, curtailing such activities will be conducive to achieving the noble goals of "ending the cold war" and reinforcing peace, discussions of which we both have devoted many hours to during your stay in our country.

With sincere respect,

N. Khrushchev

No. 2062/GS

[TFR 27-77]

[handwritten "166"]

[handwritten "10.60"]

STATEMENT
on the transfer of the body of Captain PALM
Uillard Dzhordzh [George Willard Palm], US Air Force.

The present statement was put together to witness, that on 25 Jun 60 in Moscow representatives of the Soviet side: from the Ministry of Defense USSR - Colonel GRECHISHKIN P.A. and Lieutenant-Colonel NOSOV V.I. and from the Ministry of Foreign Affairs USSR - ABRAMOV A.G. transferred,

and representatives of the American side: Assistant Air Force Attache attached to the US Embassy in the USSR - Major J.P. MAKKEHNN and Captain D.K. MARTIN and the Second Secretary to the US Embassy in the USSR - R.E. SNYDER accepted:

1. The body of US Air Force Captain PALM Willard George, dressed in an American military pilot's uniform - grey flight suit and black leather boots, in a soldered zinc coffin.

2. A statement of the forensic medical investigation of the corpse of Captain PALM W.G. from 4 Jul 60, on 10 sheets, signed by the forensic medicinal experts LEVCHENKOV B.D., ALISIEVICH V.I. and PEGOV G.P.

3. An identification card in the name of Captain PALM Willard George, ID number AO 2087476, which was given by the Department of the Air Force of the US 5 Feb 55 for No. 1417806, with a photograph, a description of PALM's appearance and finger prints.

ID card form No. 528 in the name of US Air Force Captain PALM Willard George, born 1921, ID No. AO 2087476, issued by the US Defense Department.

In accordance with the wishes of the US representatives, the coffin with the body of Captain PALM W.G. was not opened and was transferred in a soldered condition.

[TFR 27-78]

[handwritten "167"]

2.

During the transfer the American representatives made no objections regarding the transfer of the body of CPT PALM Willard George and the documents.

The current statement was put together in two copies in Russian and English in Moscow on 25 Jul 60.

[Original signed]

REPRESENTATIVES

OF THE SOVIET SIDE

[Original signed]

REPRESENTATIVES

OF THE AMERICAN SIDE

[TFR 27-79]

[handwritten "1 Jul 60"]

[handwritten "89"]

Copy

No. 147/12

Not subject to publication

RESOLUTION
OF THE PRESIDIUM OF THE SUPREME SOVIET OF THE USSR
The release
of American fliers Makkoun D.R. and Olmsted F.B.
from criminal proceedings

On 1 Jul 60, American military pilots Makkoun John Richard and Olmsted Frimen Bruce, in an RB-47 aircraft, violated the State border of the USSR to perform reconnaissance. They were arrested and criminal proceedings were initiated.

Having considered the petition of the government of the USSR and having been guided by desires to improve relations between the Union of Soviet Socialist Republics and the United States of America, the Presidium of the Supreme Soviet of the USSR RESOLVES:

To release MAKKOUN John Richard and OLMSTED Frimen Bruce from criminal proceedings and transfer them to the American authorities.

REPRESENTATIVE OF THE PRESIDIUM

OF THE SUPREME SOVIET USSR

L.BREZHNEV

SECRETARY OF THE PRESIDIUM

OF THE SUPREME SOVIET USSR

M.GEORGADZE

Moscow, Kremlin

24 Jan 61

[TFR 27-80]

[handwritten "90"]

STATEMENT

We, the undersigned representatives of the MID USSR, from one side, and representatives of the US Embassy in the USSR, from the other side, drew up the present statement. This is to testify that the representatives of the MID USSR transferred, and the representatives of the US Embassy accepted, OLMSTED Frimen Bruce and MAKKOUN John Richard, crew members of the US Air Force RB-47 aircraft, who were freed according to the Resolution of the Presidium of the Supreme Soviet USSR from 24 Jan 61.

REPRESENTATIVES

MID USSR

REPRESENTATIVES

US EMBASSY IN THE USSR

[Entire column written in English]

Deputy Chief

Department of the Countries

[signature]

(L.ZAMYATIN)

Deputy Chief

Legal Review Department

[signature]

(G.VILKOV)

Moscow, 25 Jan 61

Embassy of the United States of America

[signature]

(Edward L. Freers)

Air-Attache

Embassy of the United States

America

[signature]

(Col. Melvin J. Nielsen, USAF)

[Circular stamp -

US Embassy Moscow]

[TFR 27-81]

[handwritten "91"]

RESOLUTION
on the closing of the case

Moscow, "28" Jan 61.

Having reviewed the materials of criminal case No. 45 concerning the accused MAKKOUN John Richard, born 1932, native of Kansas City, Missouri, America, US citizen, 1LT US Air Force, navigator, and OLMSTED Frimen Bruce, born 1935, native of Elmira, New York, US citizen, 1LT US Air Force, copilot, - The Chief Investigator of the Investigation Department of the KGB of the Council of Ministers USSR [Area whited out, probably a name]

FOUND:

MAKKOUN J.R. and OLMSTED F.B. intruded into the air space of the Soviet Union, on 1 Jul 60, in a USAF RB-47 military-reconnaissance aircraft. The RB-47 was shot down by a Soviet fighter. Saved by parachutes, MAKKOUN and OLMSTED were arrested and criminal proceedings were instituted according to Article 2 of the Law of the USSR "Criminal proceedings for treason."

The investigation of the case established that MAKKOUN and OLMSTED flew in a RB-47 over a frontier region of the USSR on 1 Jul 60. They violated the Soviet State border, 22 km north of Cape Svyatoj Nos, intending to collect military reconnaissance information about radar installations and other military objectives of the Soviet Union.

The RB-47 was equipped with special radio-electronic reconnaissance equipment and armed with two cannons.

In the course of the investigation it was also established that MAKKOUN made a series of flights in a RB-47 aircraft over border areas of the Soviet Black Sea and Baltic Sea coasts in 1959.

[TFR 27-82]

[handwritten "92"]

2.

His intent was to collect information on strategic military objectives of the Soviet Union.

Having been guided by desires to improve relations between the Soviet Union and the United States of America, the Presidium of the Supreme Soviet USSR, on 24 Jan 61, accepted the resolution on the release from criminal proceedings of MAKKOUN J.R. and OLMSTED F.B. and transferred them to American authorities.

On the basis of the aforementioned and guided by Article 5 paragraph 4 UPK RSFSR, -

IT IS RESOLVED:

To close the criminal case against MAKKOUN John Richard and OLMSTED Frimen Bruce.

CHIEF INVESTIGATOR, INVESTIGATION DEPARTMENT, KGB

OF THE SM USSR CPT

[signature]

"AGREED"

CHIEF OF THE 2ND SECTION OF THE INVESTIGATION

DEPARTMENT KGB ATTACHED TO SM USSR

COL

[signature]

CHIEF OF THE INVESTIGATION DEPARTMENT KGB

OF THE COUNCIL OF MINISTERS USSR

General-Major (Legal)

[signature]

[TFR 27-83]

[handwritten "10.60"]

nv.3

TOP SECRET

Copy

Copy No. 3

[handwritten "76"]

Especially urgent

17 Oct 60

[handwritten "2703-i"]

To Comrade Khrushchev N.S.

I am reporting that on 14 Oct of this year, while fishing, trawlers of the Murmansk Economic Council raised parts of an aircraft. They were located at coordinates 69^0 12' north latitude, 40^0 11' west longitude; 69^0 15' north latitude, 40^0 26' west longitude at a depth of 60-140 meters. This was 60-70 miles north of

the Cape Svyatoj Nos (35-40 miles from territorial waters). The following was found:

A wingtip 12 meters long with US Air Force markings, wreckage of the tail unit 1 meter long, an ejection seat, a metal frame and plastic with stenciling (presumably from a camera), a small turbine with a radiator, a damaged conduit and many small pieces of aviation equipment. Many of the pieces found have factory markings.

In addition, a human skeleton outfitted with a parachute was raised. Upon examination of the clothing, documents were discovered in the name of the USAF flier POZ Evgenij Ehrnest [POZA, Eugene E.], born 1922: ID No. AO 2088613 with a photograph, fingerprint and a description of distinctive marks; identification card and instructions (probably about the use of the parachute).

On 17 Oct the remains of the pilot and the parts of the plane that were recovered will be delivered to Severomorsk.

Measures are being taken toward furthering the search for the remainder of the plane.

CHAIRMAN OF THE COMMITTEE FOR STATE SECURITY

[Initials?]

(A. SHELEKIN)

Official: [illeg. signature]

[illeg. handwriting]

[TFR 27-84]

[Entire page handwritten]

From CPT Polyashov of RT-194 [fishing trawler] Yalta

Explanation [report]

While fishing on 13 Oct 61, we raised the trawl from the depth of 130 meters and brought it aboard at 1045 hrs. In the stern wing of the trawl we discovered a parachute of foreign manufacture. In the parachute shroud we found a human leg (a foot and part of the shin) with one shoe and a dark blue wool sock. Since the leg was decomposed, we threw the leg and the sock into the sea. We also discovered items of unknown purpose: Small canisters, a jacket, a metal box without a lid, and a bag containing documents.

The trawl was raised in quadrant No. 946 69^0 12' N, 40^0 04' E. We were headed on a compass course of 310^0 (+ 17^0) with the trawl and covered a distance of eight miles. There was a foreign trawler about one mile ahead of us following the same course.

25 Oct 61 [signature "Polyashov"]

[TFR 27-85]

[handwritten "16 Aug 63"]

[handwritten "13-a"]

Copy:

S e c r e t

Copy No. 2

To General-Colonel Com. IVASHYTIN P.I.

An American Military aircraft crashed into the Atlantic Ocean on 16 Aug 63 at coordinates: 41^0 03' N 68^0 35' W. The pilot, HUGH M. LAVELLI ejected into the ocean and was rescued by crew members of the tender "Iokxannes Vares" of the Talin base of the ocean fishing fleet.

[It appears that the remainder of the text on this page has been whited out]

S. BANNIKOV

16 Oct 63

No. 2800/B

[This section also whited out.]

[TFR 27-86]

[handwritten "195"]

Translation from English

THE FOREIGN SERVICE

OF THE UNITED STATES OF AMERICA

Received by mail

17 Jul 56

No. 42

The Embassy of the United States of America presents its complements to the Ministry of Foreign Affairs of the Union of Soviet Socialist Republics and has the honor to refer to the question of the detention of United States military personnel in the Soviet Union. The United States Government has for some time received, from persons of various nationalities freed from Soviet Government imprisonment during the last several years, reports that they have conversed with, seen or heard reports concerning United States military aviation personnel, belonging either to the United States Air Force or to the United States Navy Air Arm, in actual detention in the Soviet Union. The United States Government has sought in all such cases to obtain, if possible, precise identification of American nationals detained by the Soviet Government, although it notes by international law and international practice the Soviet Government is obliged to inform the United States Government first of any American nationals with whom the Soviet Government holds in custody or to permit such nationals to communicate with the proper United States authorities. The reports concerning such personnel have now become so persistent, detailed and credible, that, although the United States Government is not able to identify by name these American nationals now detained by the Soviet Government, it requests the Soviet Government to inform the United States Government in detail concerning each American military person

TsK KPSS 26169

[TFR 27-87]

[handwritten "196"]

2.-

who has been detained in the Soviet Union at any time since January 1, 1949 of whom the United States Government has not heretofore been informed by the Soviet Government, giving in each case the name of the person and the circumstances underlying his detention.

Specifically, the United States Government is informed and is compelled to believe that the Soviet Government has had and continues to have under detention the following:

1. One or more members of the crew of a United States Navy Privateer-type aircraft which came down in the Baltic Sea area on April 8, 1950. The United States Government has since that time received reports that various members of the crew of this aircraft were, and are, detained in Soviet detention places in the Far Eastern area of the Soviet Union. In particular, it is informed, and believes, that in 1950 and in October, 1953 at least one American military aviation person, believed to be a member of the crew of this United States Navy Privateer, was held at Camp No. 20 allegedly near Taishet, and Collective Farm No. 25, approximately 54 kilometers from Taishet, said to be under sentence for alleged espionage. This American national was described as having suffered burns on the face and legs in the crash of his aircraft and using crutches or a cane.

Reports have been received from former prisoners of the Soviet Government at Vorkuta that in September, 1950 as many as eight American nationals, believed to be members of the crew of the United States Navy Privateer to which reference is made, have been seen in the area of Vorkuta and specifically, that one person who was interned at Vorkuta in September, 1950 stated that he was serving a twenty-five year espionage sentence

[TFR 27-88]

[handwritten "197"]

3.

and had been a member of a downed United States aircraft.

For the information of the Soviet Government, the crew of the United States Navy Privateer when it departed for its flight over the high seas of the Baltic consisted of the following United States Navy personnel, all nationals of the United States:

Name	Rank	Serial Number
Fette, John H.	LT	320676 USNR
Seeschaf, Howard W.	LT	264095 USN
Reynolds, Robert D.	LT JG	368573 USN
Burgess, Tommy L.	ENS	506762 USN

Danens Jr., Joe H	AD1	3685438 USN
Thomas, Jack W.	AD1	2242750 USN
Beckman, Frank L.	AT1	2799076 USN
Purcell, Edward J.	CT3	2540438 USN
Rinniar Jr. Joseph Norris	AT3	2542600 USN
Bourasa, Joseph Jay	AL3	9539864 USN

2. One or more members of the crew of a United States Air Force B-29 which came down on June 13, 1952, either over the Sea of Japan or near the Kamchatka area of the Soviet Union. An officer, believed by the United States Government to have been a member of this crew, was observed in October, 1953 in a Soviet hospital north of Magadan near the crossing of the Kolyma River between Elgen and Debin at a place called Narionburg. This officer stated that he had been convicted, wrongfully, under Item 6 of Article 58 of the Soviet Penal Code.

For the information of the Soviet Government, the United States Air Force personnel on board the B-29 which has been missing since June 13, 1952 were as follows:

[TFR 27-89]

[handwritten "198"]

4.

Name	Rank	Serial Number
Busch, Samuel N.	MAJ	AO 733811
Scully, James A.	1LT	AO 693414

Service, Samuel D.	1LT	AO 752509
McDonnel, Robert J.	1LT	AO 2222264
Homer, William B.	MSG	AF 7025704
Moore, David L.	MSG	AF 15229915
Blizzard, William A.	SSG	AF 19244175
Monserrat, Miguel W.	SSG	AF 13164064
Berg, Eddie R.	SSG	AF 17281746
Bonura, Leon F.	SSG	AF 18359162
Becker, Roscoe G.	SSG	AF 19391813
Pillsbury, Danny H.	A1C	AF 18245964

3. While the foregoing specific cases involve the crew members of two aircraft, it may well be that the Soviet Government has in its custody members of the crews of other United States aircraft, particularly crew members of aircraft engaged on behalf of the United Nations Command side of the military action in Korea since 1950.

The United States Government desires that the Soviet Government make its inquiry on the forgoing subject as thoroughly as possible, but that it keep this Embassy informed of progress as soon as possible.

AMERICAN EMBASSY

Moscow, 16 Jul 56

Translated by [signature] G. Tsygehnkij

[handwritten on reverse, "Presidential Archives RF, F. 3, Op. 58, D 511, p. 195-198"]

[TFR 27-90]

[handwritten "Entry 00/37

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4 Jan 51]

Copy

Top Secret

Copy No. 6

THE COUNCIL OF MINISTERS OF THE USSR
To Comrade STALIN I.V.
To Comrade MOLOTOV V.M.
To Comrade BERIYA L.P

27 Dec 50

No. 7390/A

THE CENTRAL COMMITTEE OF THE VKP(b)
To Comrade MALENKOV G.M.

I am reporting that according to a report from the Chief of the Directorate of Border Troops of the MGB on the Pacific Ocean, on 26 Dec at 1400 hrs an unidentified aircraft was detected by PVO Fleet radar approaching from Korea toward the State border of the USSR.

Four "R-63's" from the Pos'et area and two "MIG-15's" from the Vladivostok area were scrambled.

Near the mouth of the Tyumen'-Ula River the "MIG-15's" spotted an American B-29 approaching from Cape Sejsyura (Korea). The B-29, as the fliers later reported, closed with our fighters and opened fire.

Return fire from our fighters set the left wing of the B-29 on fire and the plane turned towards the sea and sharply descended. This was also confirmed by information from the PVO Fleet radar station "Dove's Cliff."

Based on our pilot's claims and the conclusions of the HQ, Naval Aviation, the American B-29 aircraft was shot down and crashed into the sea 50 miles south of Cape Sejsyura.

It is also noteworthy that the morning of 27 Dec, American B-29's were flying in groups of 2-4 in the area where the plane went down. Presumably, they were looking for the downed plane.

ABAKUMOV

6 Copies

Stalin

Molotov

Beriya

Malenkov

Sec MGB USSR

MGB Directorate of Border Troops

[Typed by?] Stakhanov

[TFR 27-91]

[handwritten "34"]

Top Secret

copy 3

to the SECRETARY TsK VKP(b)

Comrade G.M. MALENKOV

[STAMP}

Tech .. OB TsKVKP(b)

422222 d ~~56~~ T d 29

11 Apr 45

Subject to Return to

Archive Monitor Sec.

M E M O 18
PLENIPOTENTIARY OF THE SNK USSR FOR REPATRIATION OF
USSR CITIZENS
status as of 10 April 1945
I. INFORMATION ON THE RESULTS OF REGISTRATION AND
REPATRIATION OF USSR CITIZENS

1. Of former Soviet military and civilians subject to repatriation, 1,881,004 people were registered. Of these 1,532,532 people have been repatriated. The distribution -

a) by foreign government:

	Calculation		Repatriated	
Govt	total	including	total including	Remarks

Name	mil	:	civ		mil	:	civ	
Finland	100525	42440	58085	100525	42440	58085		
Romania	125091	28799	96292	108396	28799	79597		
Italy	12557	11752	805	11831	11397	434		
England	24728	20600	4128	22677	18549	4128		
France	103652	78546	25106	6187	5903	284	8777	are
			en route					
USA	3845	3718	127	913	786	127	2770	are
		approx		en route				
Greece	31422	1422	30000	1487	1422	75		
Germany	278197	78734	199463	201402	67641	133761		
others	132966	89284	43682	49867	12775	37092		

IN ALL: 812983 355295 457688 503295 189712 313583

(b) from temporarily occupied USSR territories

IN ALL:1068021 257915 810106 1029237 257400 771837

TOTAL :1881004 613210 1267794 1532532 447112 1085420

Subject to repatriation from the estimated number:

from foreign governments - 309688 people.

" Latvian SSR . . . . - 19691 people. Agreeing to remain in

the Latvian SSR - 12037

" Lithuanian SSR . . - 11807 people. Lithuanian SSR - 842

" Estonian SSR . . . -   7286 people. Estonian SSR   - 5841

IN ALL - 348472

2.

Repatriated Soviet citizens were sent to: NKVD disposal - 127147, Main Organization Directorate Red Army disposal - 425600, 979785 - were sent home, in all - 1,532,532 people.

Based on incomplete data, the number of Soviet citizens forcibly taken by fascist captors during the period of temporary occupation is - 4,109,304 people.

II. DATA ON THE NUMBER OF ALLIED AND FOREIGN MILITARY AND CIVILIAN DETAINEES LIBERATED BY THE RED ARMY:

Nationality	Total Registered	i n c l u d i n g: Freed/ in USSR	Sent Home	In forward areas
American...	3376	206	3164	6 (patients -
English....	3549	399	3140	10 (not transportable)
French.....	63244	12151	7156	43937

Italian....	16405	2638	-	13767
Polish.....	21352	3	14252	7097
Other.....	13026	2557	4977	5492
TOTAL:	120952	17954	32689	70309

III. STATUS REPATRIATION WORK OVERSEAS

Three transports with 6033 Soviet citizens departed England 1-6 Apr, two from Glasgow and one from Liverpool.

Arrival of the transports in Odessa is expected 13-20 Apr this year.

With regard to the unusual treatment of Soviet citizens overseas, the following facts are presented:

U S A. A secondary check on 30-31 Mar of this year established that 1712 former Soviet prisoners of war are in three American camps in England, of which: 70% have been confined in the camps since Jul, and 30% - since Aug and Sep 44.

Up to 800 of our former officers were sent from these camps to the USA at the end of Jul. These moves occurred in small groups of 5-10 people. For example, on 28 Mar, 5 Soviet citizens were sent along with a group of Germans.

[TFR 27-93]

[handwritten "36"]

3.

According to our people, up to 4000 people have been sent from England to the USA. 144 Soviet citizens are confined with Germans in Camp 1 northeast of Oxford. The internal camp administration is run by Germans.

The people worked on docks and earth moving projects for 10-12 hours a day, with no days off. The work was carried out under armed guard and the sick were not excused from work. Machine guns were arrayed around the camp. Many of the uniforms were German Navy or American discards.

Our people ate much worse than the Germans.

On 6 Apr 45, up to 100 sick Soviet persons were in American camps. The same number were in English

hospitals. Of these, 30% were seriously ill with tuberculosis. Treatment is unsatisfactory.

All of this is a gross violation of the mutual agreement between the USA and USSR regarding repatriation.

During dispatch of our citizens from France to the USSR, 15 people who refused to go home were taken under protection of a representative of Eisenhower's staff - Colonel Khaurt [Howard?] and the American administrator in the Ren camp Major Henri-Avera. They stated that they are unable to permit a violation of the Geneva Convention regarding the protection of citizens not wishing to return to their homeland.

GENERAL-COLONEL [signature]

(GOLIKOV)

" 10 " Apr 45

001825

[handwritten on reverse, "R Ts Kh I D N I, fond 17, inventory 125, case 314, pages 34-36"

[TFR 27-94]

MINISTRY OF INTERNAL AFFAIRS

RUSSIAN FEDERATION

Main Information Center

from 20 Oct 92 34/5-1271

to from

[STAMP]

to

Deputy Chairman

Roskom archives

V.P. Koslov

103132, Moscow

12 Il'inka St.

[STAMP]

The documents of camp

188 for American citizens

Dear Vladimir Petrovich,

The Russian-American Commission on American citizens missing on the territory of the USSR during and after WWII was presented copies of archival documents regarding Tambovskij camp 188 MVD

USSR for POWs and internees, in which American citizens are mentioned.

The aforementioned documents are a correspondence between the Main Directorate on Military Prisoners and Internees Affairs (GUPVI) MVD USSR and its counterpart in the Tambovskij Oblast UMVD (OPVI). They regard efforts to make registration data more precise, and above all, to clarify the national affiliation and citizenship of a number of people held in camp 188. The study of these materials allows one to come to the substantiated conclusion that at least three of the seven "American" POW's mentioned in the documents - Vajner (Vajler) Iogan Gustov, Khorvis (Kharens) - Arenberg Fridrikh Vil'gel'm (Frank Vil'yam) and Bonner (Bonar) Karl Karl - are not US citizens. The following letters show that all registration documents were checked and a questioning of witnesses from the ranks of POW's was conducted to determine the citizenship of the aforementioned individuals, who represented themselves as "American" POWs: from the UMVD regarding the Tambovskij Oblast to GUPVI MVD USSR I/V-51 dated 21 Jan 47, OPVI UMVD to the Directorate of Camp 64 dated 28 Jan 47 I/V-46, UMVD to GUPVI dated 2 Oct 47 I/T-1513 and Directorate of Camp 64 to OPVI UMVD on the Tambovskij Oblast dated 18 Feb 46 00124.

A verification in 1947 established that I.G. Vajner (Vajler), Khorvis (Kharens) - F.B. Arenberg and K.A. Bonner (Bonar) are German, having conferred on themselves American citizenship.

[TFR 27-95]

2.

It is possible that other "American" POWs are German citizens. For a more complete check the documents in the Fond of the GUPVI MVD USSR would have to be studied. It is located in Central Storage for historical-documentary collections. The first place to look is the POW personnel registration files.

For your information, I am also reporting that the Main Information Center MVD of Russia, in the course of bringing archival documents to light for the Russian-American Commission, double checks the accuracy of the information that is to be passed to the Commission.

Chief

G.L.Lezhikov

[signature]
19 Oct 92